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Yachting

RIGHT OF WAY RULES: NEW *vs.* OLD by HAROLD S. VANDERBILT

CARIBBEAN CRUISING ☆ RIVER ICE BREAKING

PAINTING PROBLEMS IN WARTIME ☆ THE BEST YACHTING BY A DAM SITE

45-FT. ARMY AIRCRAFT CRASH BOAT showing the facilities for caring for forced-down flying personnel. Chris-Craft is a major builder of this and similar craft in such wide use by the Armed Forces.

SEA-GOING AMBULANCE

PROMPT rescue and hospitalization of forced-down flying personnel is the purpose of the modern Army aircraft crash boat. Going all out to provide these and countless other small craft, the boating industry is as much a part of the war effort as any shipyard, bomber plant, arsenal.

To pass the rigid standards of the various armed services, the industry has stressed engine performance . . . and to assure it, all prominent boat and engine builders break-in and conduct trials on Texaco.

Texaco Marine Motor Oil assures full power and fuel economy, by keeping engines clean, rings free, valves active, ports clear.

Texaco Marine Lubricants are used by the Army, Navy, Coast Guard, U. S. Engineers, and by a majority of operators of WSA vessels.

Texaco Waterfront Dealers are everywhere. Call upon them freely. The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York 17, N. Y.

TUNE IN FRED ALLEN EVERY SUNDAY NIGHT — CBS

YACHTING, April, 1944. Vol. 75, No. 4. Published monthly at 10 Ferry Street, Concord, N. H. Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York 17, N. Y. $4.00 a year, 50 cents a copy. Entered as Second-Class matter at the Post Office at Concord, N. H. under the Act of March 3, 1879.

YOUR POSTWAR MATTHEWS...

WILL be ready just as soon as the "big job" is finished and we can change over from our present program building for the U. S. Navy.

If you'd like to receive our first postwar announcement and catalog when ready, send us your name and address now. We'll add it to our mailing list.

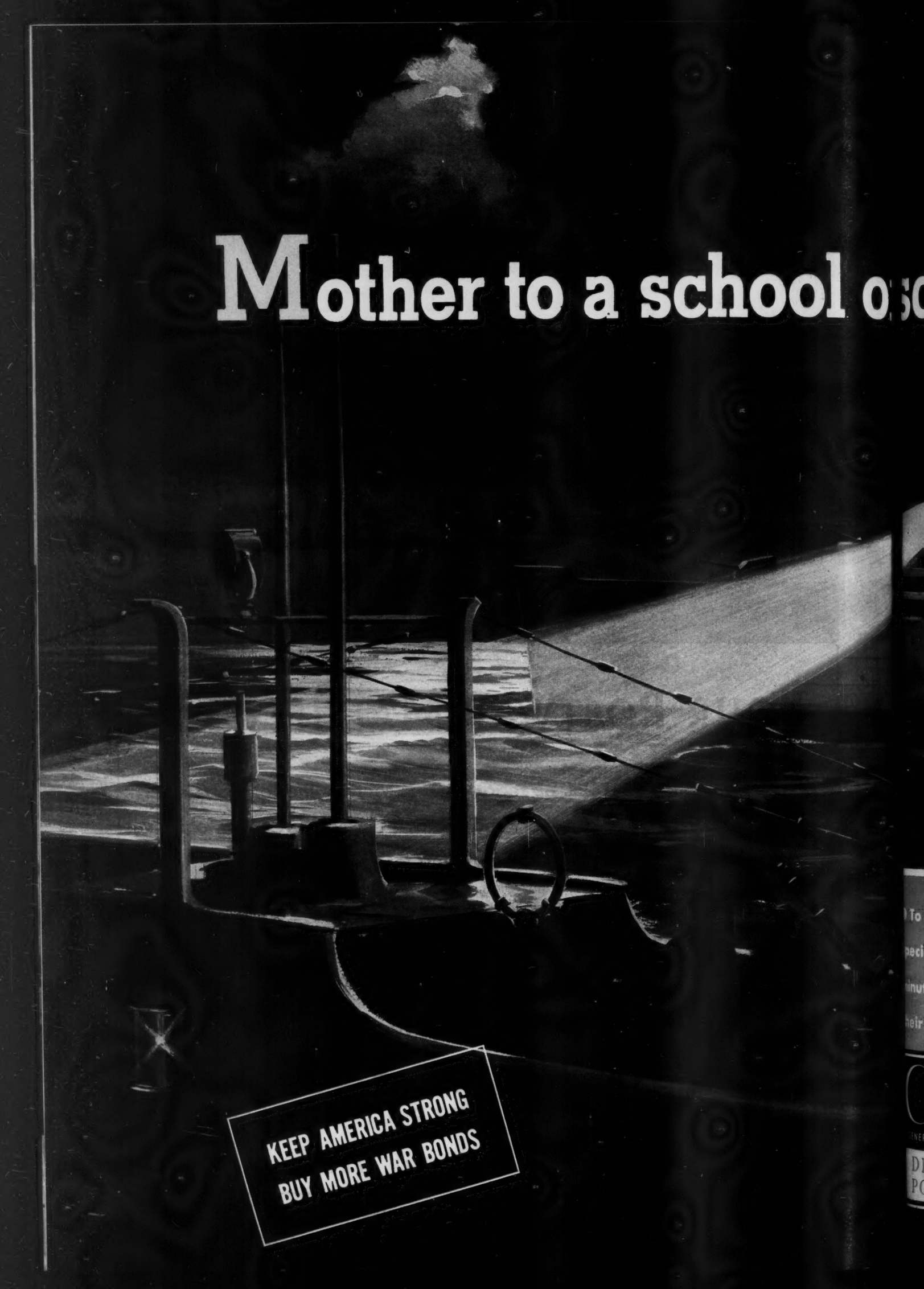
OUR *54th* YEAR

Keep Buying War Bonds!

THE MATTHEWS CO.

PORT CLINTON 2 • OHIO

"Wherever you cruise . . . you'll find a Matthews"


Mother to a school o
KEEP AMERICA STRONG
BUY MORE WAR BONDS

To keep dates in far places with packs of scrappy subs, repair and supply tenders must have special characteristics. ● These "mother" ships must be always counted on to be there on the minute. They must be agile, quickly maneuverable, to help get the subs alongside. ● So in their engine rooms you find the familiar formula for efficient power—General Motors Diesels.

GM
GENERAL MOTORS
DIESEL POWER

ENGINES *150 to 2000 H.P.* **CLEVELAND DIESEL ENGINE DIVISION,** *Cleveland, O.*

ENGINES *15 to 250 H.P. DETROIT DIESEL ENGINE DIVISION, Detroit, Mich.*

LOCOMOTIVES *ELECTRO-MOTIVE DIVISION, La Grange, Ill.*

April, 1944

Dear Friends:

After the War . . . Will America still be a Land of Opportunity?

Particularly - will America be a Land of Opportunity for those who now defend her on far-flung battlefronts? We at home must answer . . . and we must answer "YES."

Letters from men in service, inquiring about post-war dealer franchises, have prompted these thoughts. Our men are looking to the day of Victory . . . and beyond . . . to a full and useful life in an America still a Land of Opportunity.

To fighting men who cherish the hope of establishing or continuing enterprises to serve the boating public, we pledge the utmost consideration in the granting of franchises for the merchandising of FOSTER Boats, Oars and Canvas Products. We feel obligated thus to preserve their rights of equal opportunity at home . . . while they fight in other lands to protect our American Way of Life.

But we . . . all of us . . . can and must do more. Let us write, wire, or personally contact our congressmen, legislators -- our national, state and local officials -- demanding that no further public franchises for the exploitation of American resources . . . on land, sea, or in the air . . . be finally granted until our fighting men are back with us, to share equally in the future development of our country.

Let us resolve today that America shall ever be a Land of Opportunity.

Sincerely,

H. G. Foster

President

Exterior-Type Douglas Fir PLYWOOD

(made with completely waterproof binder)

...an ideal marine construction material

• In the Douglas Fir Plywood Association laboratory, tiny samples of Exterior-type Plywood—cut at random from thousands of panels—are boiled four hours, dried, boiled again. Then, while wet, they are mechanically pulled apart in a shear-testing machine. Examination of the broken specimens must show that no failures occurred in the synthetic resin binder that holds the piles together.

• Manufactured by the hot-plate synthetic resin method—meeting the strict requirements of U. S. Commercial Standard 45-42 — Exterior-type Douglas Fir Plywood is made especially for outdoor service.

In the marine field, present uses include: bulkheads for PT boats, deckhouses for minesweepers, planking and decking for Army tugs, interior bulkheads for cargo ships, hull construction for barges, ponton bridges and assault boats.

In both the pleasure boat and the work boat field, Exterior-type Douglas Fir Plywood will be your most versatile post-war construction material.

• Exterior-type Douglas Fir Plywood is manufactured in the following grades: **Good 2 Sides and Good 1 Side, available on special order; Sound 2 Sides and Sound 1 Side, the most popular grades for marine use.** Also available are **Sheathing Exterior (SH-Ext)** for utility purposes; **Industrial Exterior,** for industrial purposes; and **Concrete Form Exterior,** for use where moisture conditions are abnormal or when an extremely large number of form re-uses are desired.

TECHNICAL DATA

• The following are available without charge: Technical Data, Finishing Data, Plans for Small Boats. Write for these booklets or other information concerning the uses of Exterior-Type Douglas Fir Plywood.

• Always look for the EXT-DFPA "grade trademark"—branded or stamped on every genuine panel of Exterior-type Douglas Fir Plywood. It is your assurance that you are getting a panel made especially for permanent exterior use. **Moisture-resistant types are not intended for marine use and should not be so used.**

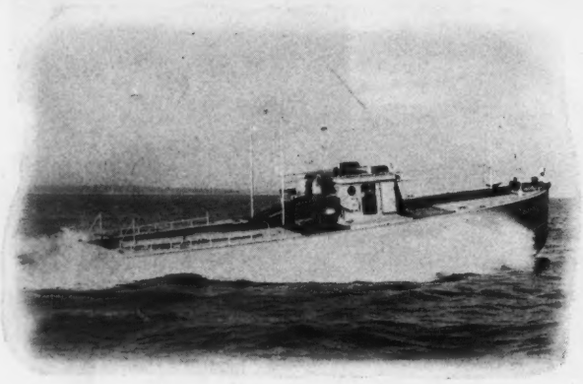
DOUGLAS FIR PLYWOOD

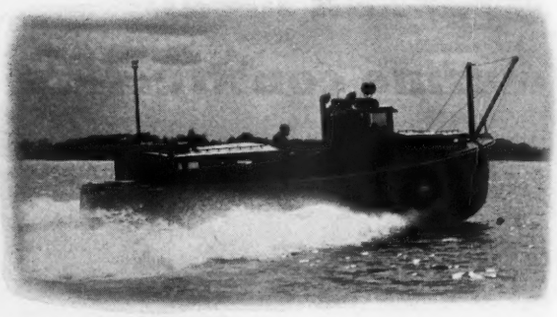
Real Lumber

MADE LARGER, LIGHTER
SPLIT-PROOF
STRONGER

Douglas Fir Plywood Association

Tacoma 2, Washington





THIRTY-FIVE YEARS OF SUCCESSFUL DESIGNING AND BUILDING EXPERIENCE IN PRODUCING YACHTS, COMMERCIAL AND NAVAL VESSELS IS AT YOUR SERVICE

TWENTY-FIVE YEARS' RESPONSIBLE SERVICE TO UNCLE SAM AS DESIGNERS AND BUILDERS OF 66′ PATROL VESSELS, 60′ ARMY "Q" BOATS, 45′ AIRCRAFT RESCUE BOATS, 60′ BOMBING TARGETS, 64′ ARMY DISTRIBUTION BOX BOATS

DESIGN AGENTS AND BUILDERS OF 110′ EXPERIMENTAL AND SUBSEQUENT 110′ SUBMARINE CHASERS. BUILDERS FROM GOVERNMENT PLANS OF NUMEROUS ARMY, NAVY AND COAST GUARD VESSELS UP TO 173 FT. LONG

ANOTHER LITTLE BOND WOULDN'T DO US ANY HARM

Luders Marine Construction Co., Stamford, Conn.

LCM and LCVP—first aids to invaders . . . carrying men and equipment to hostile shores. Dependable Federal-Mogul Propellers help keep 'em moving.

PROPELLER PUNCH
FOR THE PAY-OFF

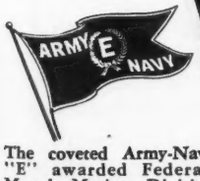
The Amphibian Duck—the 2½-ton all-purpose truck of the invaders. Six wheels carry them over the land. Federal-Mogul Propellers "push 'em through."

On every front, in every sea, the Allied forces are breaking new holes in the Axis fortress. Slugging it out on enemy-held shores.

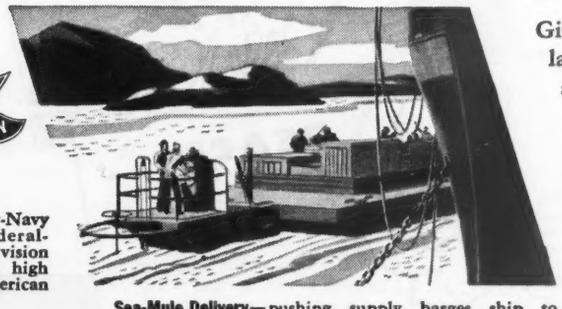
From the deadly DE, convoying troops over the sea lanes, the huge LST's and LCT's, the wallowing Ducks and Jeeps, the stinging PT's—to the husky "Sea Mules" . . . each craft must have a special type of propeller.

Giving the invasion craft extra speed and punch for the last half mile is but one part of our job. Today we are building dependable propellers from 8 in. to 12 ft. for the ever-increasing needs of global war.

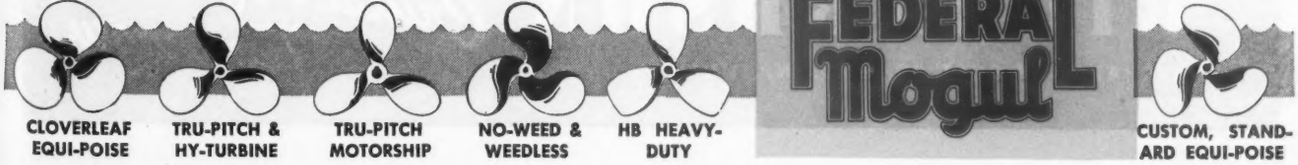
Tomorrow, "when men sail for fun again," new techniques of precision manufacture, learned the hard way, will develop newer, finer products. Federal-Mogul Marine, 4043 Beaufait Ave., Detroit 7, Mich.



The coveted Army-Navy "E" awarded Federal-Mogul Marine Division (Detroit plant) for high contribution to American freedom.



Sea-Mule Delivery—pushing supply barges ship to shore on the far-flung battlefronts is one of their jobs. Federal-Mogul Propellers make delivery certain.



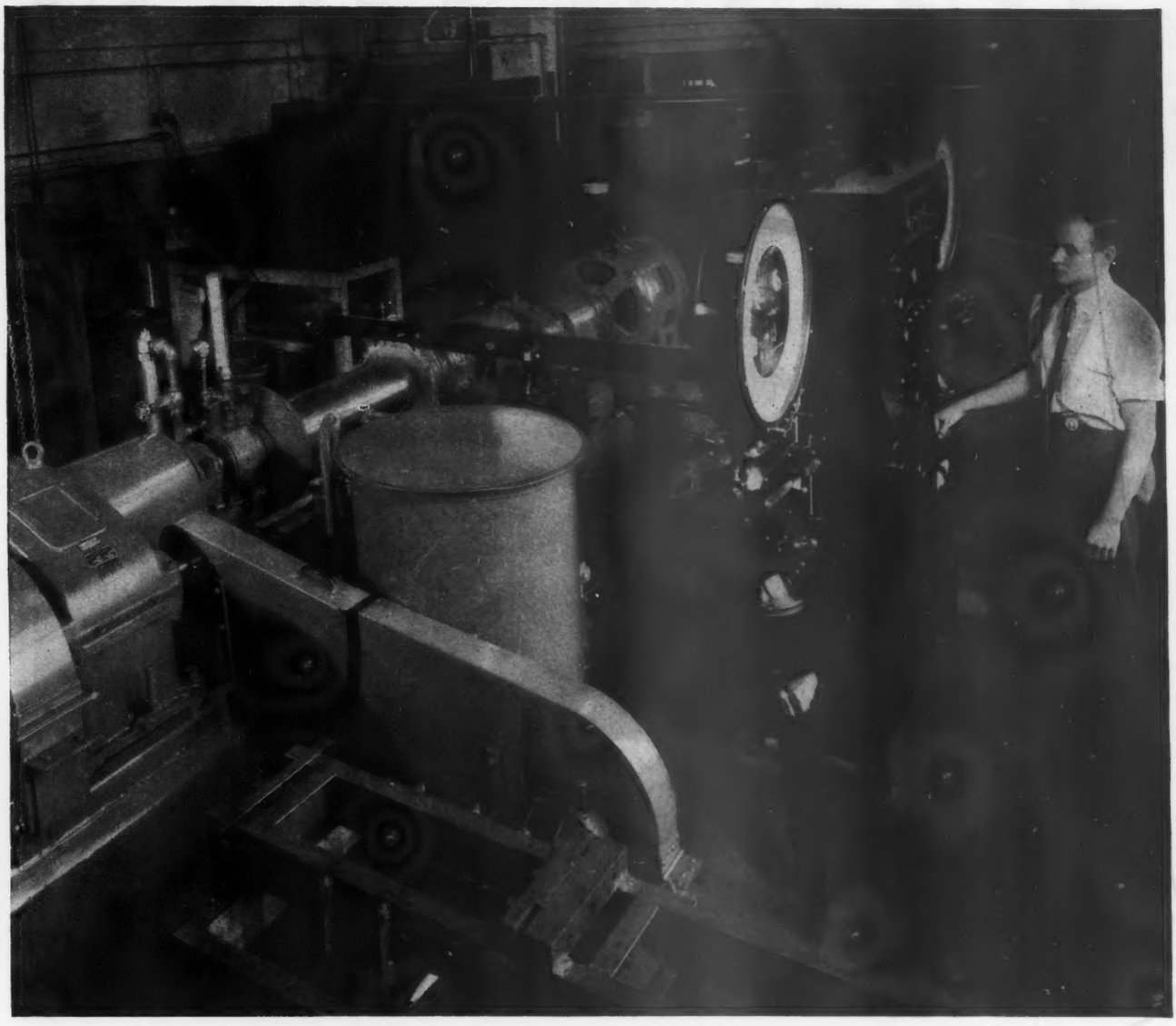
Speed THIS SEQUENCE BY BUYING MORE WAR BONDS NOW!

Buy WAR BONDS AND STAMPS

. . . and a

RICHARDSON *"Cruiser of Tomorrow"*

RICHARDSON BOAT CO., INC., N. TONAWANDA, N. Y.



Artificial ocean

A typical example of B. F. Goodrich product improvement

IT imitates a sandy harbor in the South Pacific or a muddy North American stream—this new machine that's used to test rubber bearings to go into naval and merchant ships.

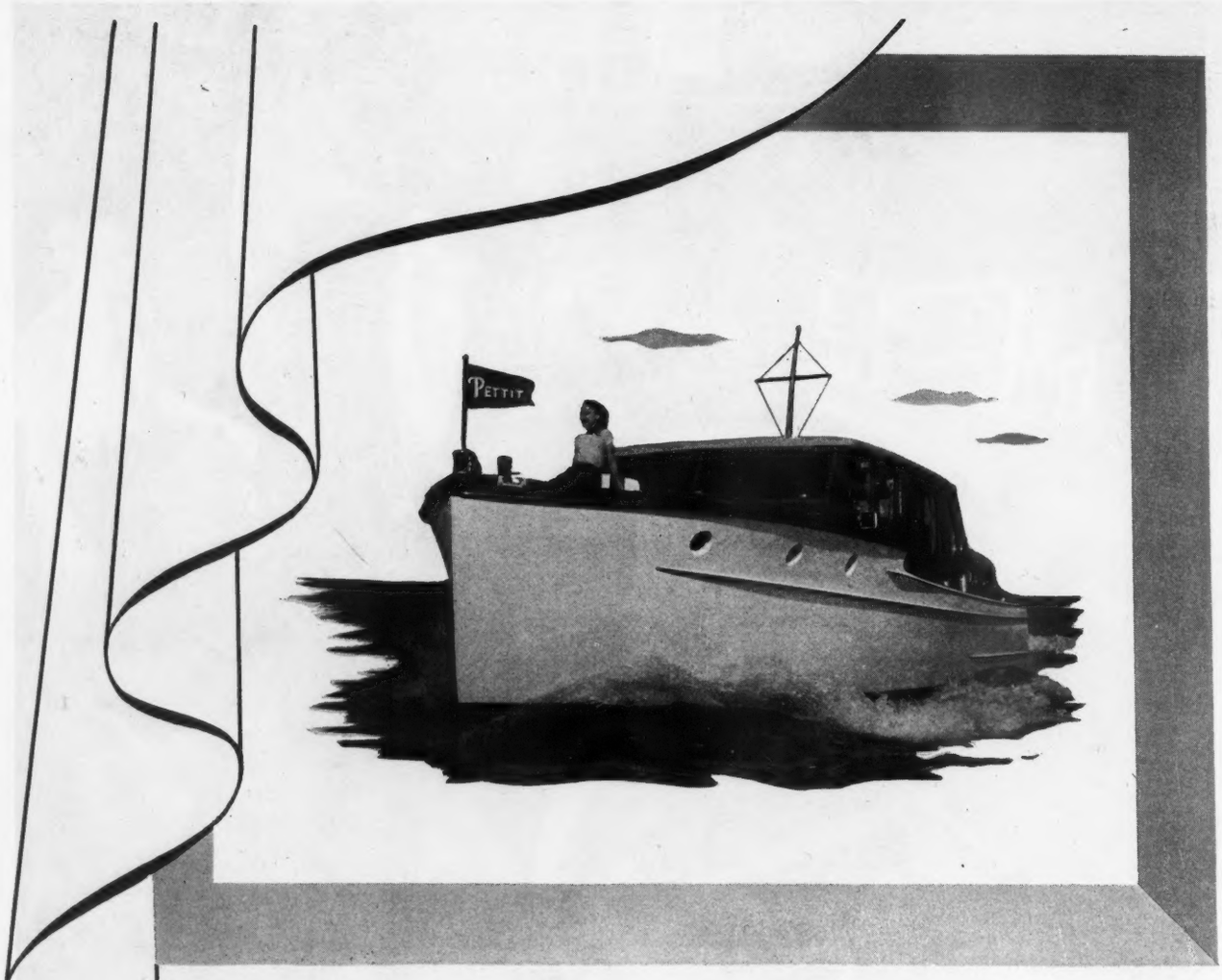
For years, Cutless propeller-shaft bearings, developed and manufactured by the B. F. Goodrich Co., have been performing successfully in all types of marine service, and through ten years have been steadily improved. Lubricated by the water in which the ship floats, they've had to be tough enough to withstand the grinding action of sand and mud, particularly in shallow draft service. But the rapid expansion of the navy and merchant marine and the wide variety of new applications brought new conditions of load, speed and water. Bearings to meet these new conditions had to be right. For if bearings fail, ships don't move.

But tests under actual operating conditions in all parts of the world were impractical. So, B. F. Goodrich men designed and built this machine to duplicate any conditions of water, speed and load that might be encountered by bearings in submarines or surface craft any place that our ships might go. In it they develop and test new rubber compounds to meet the new and varying conditions. Because of it they can be sure the bearings they make will be right—and that ships will move.

If you don't know of the advantages and savings that B. F. Goodrich Cutless Bearings might bring to your type of marine service, please write for complete engineering data and performance records.

LUCIAN Q. MOFFITT, INC.
Engineers and National Distributors
AKRON, OHIO

B.F. Goodrich *Cutless* PROPELLER-SHAFT Bearings



PETTIT PAINT YOUR CRAFT TO NEW *Beauty*

For brighter, finer textured paint surfaces that do not blister or fade — for that exquisite finish which captivates true boat lovers . . . Paint Pettit and add new beauty to your craft — beauty that is long-lasting protection against the elements.

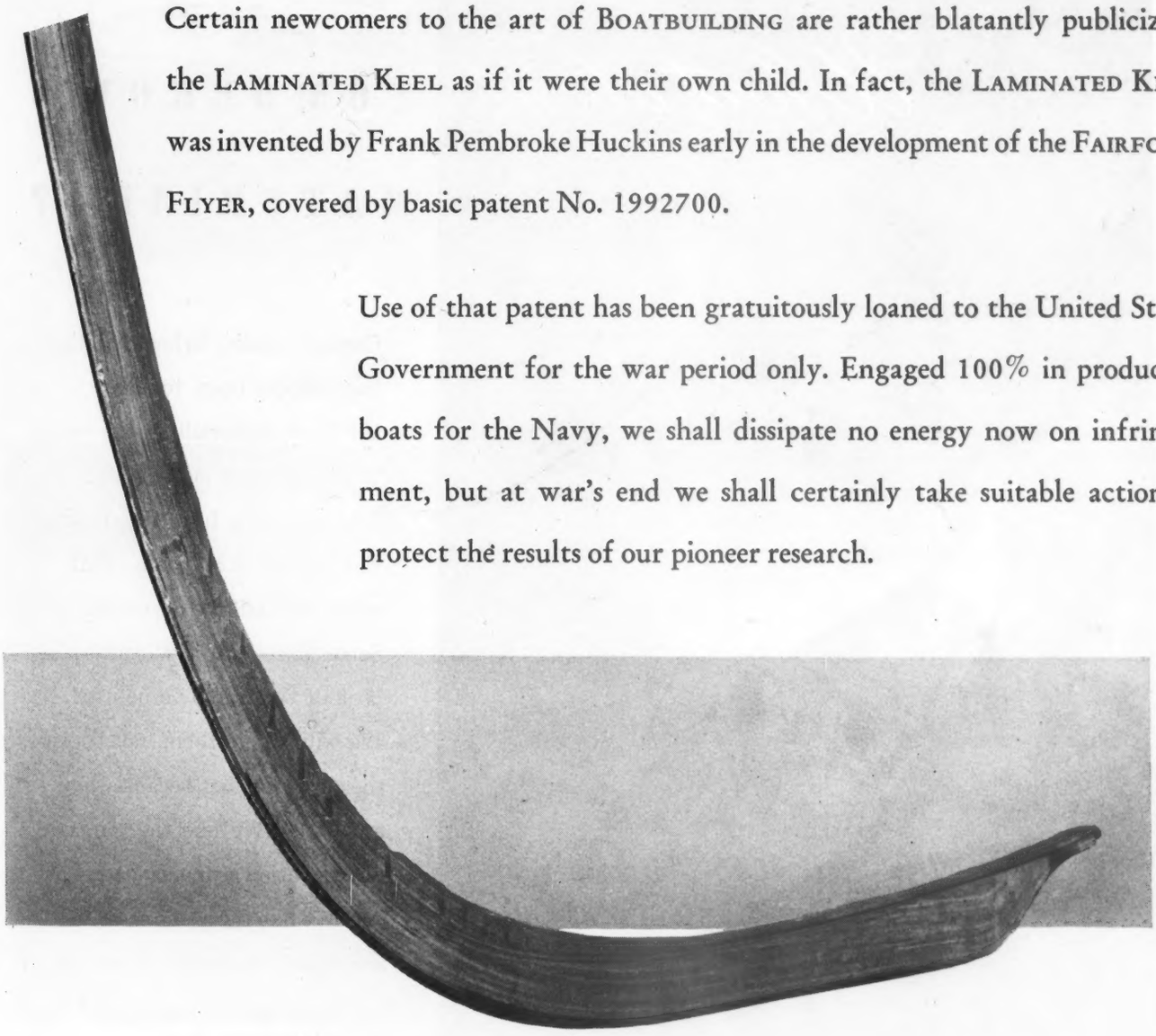
So this year Paint Pettit. Whether you plan to use your boat or even if it remains in storage, instruct your service yard to follow these specifications:

★ **Bright Work:** Old Salem Spar Varnish
★ **Decks:** Pettit Shipendec Paint
★ **Hull:** Old Salem Yacht White
★ **Bottom:** Pettit Jersey City Copper Paint
or: Old Salem Copper Bronze
★ **Details:** Pettit Special Marine Finishes
★ ***Result: Exciting new long-lasting beauty.***

PAINT SINCE 1861 PETTIT
AND SEE WHAT SERVICE MEANS

PETTIT PAINT CO., INC., 507-519 MAIN STREET, BELLEVILLE, N. J.

HUCKINS INVENTED THE LAMINATED KEEL



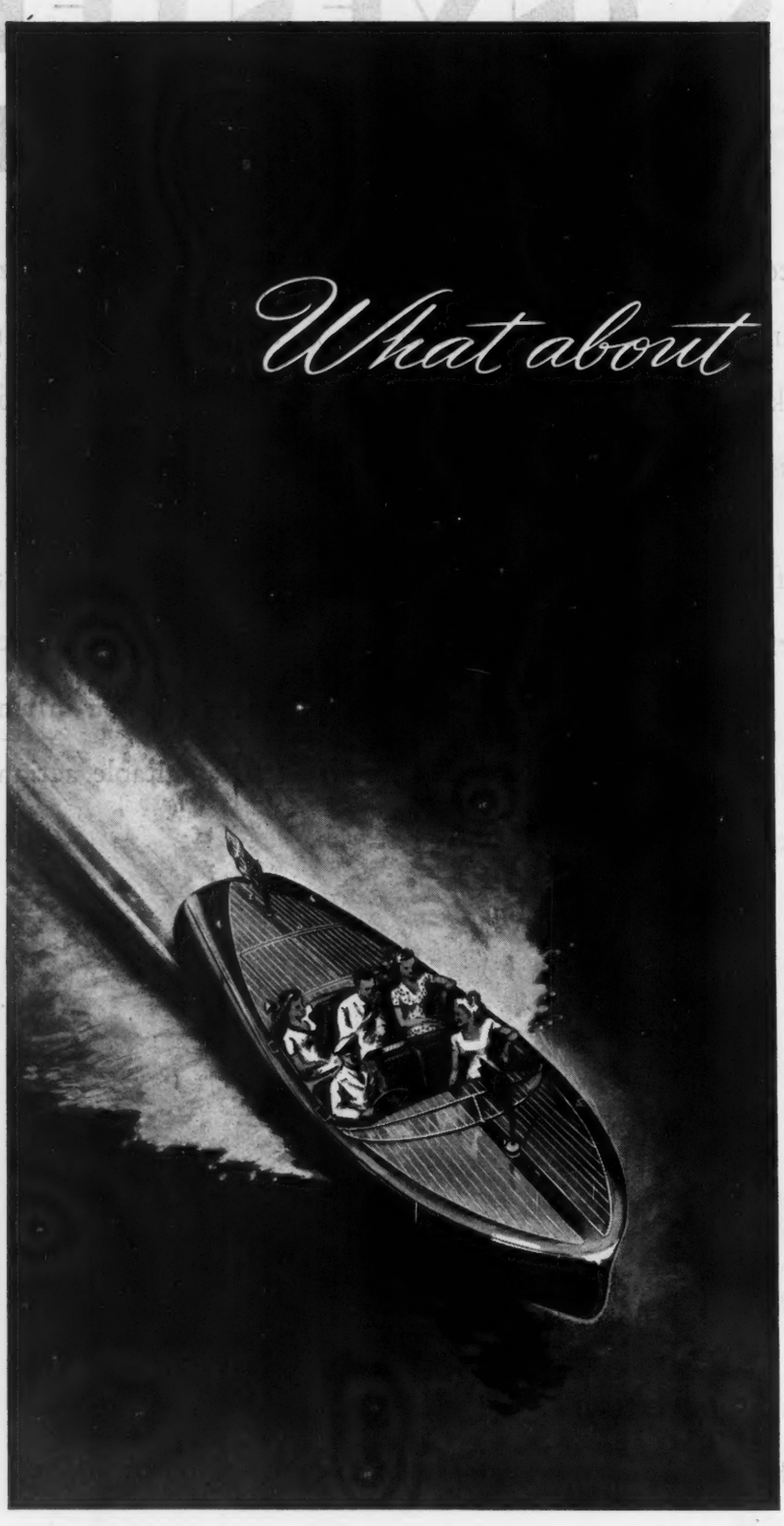
Certain newcomers to the art of BOATBUILDING are rather blatantly publicizing the LAMINATED KEEL as if it were their own child. In fact, the LAMINATED KEEL was invented by Frank Pembroke Huckins early in the development of the FAIRFORM FLYER, covered by basic patent No. 1992700.

Use of that patent has been gratuitously loaned to the United States Government for the war period only. Engaged 100% in producing boats for the Navy, we shall dissipate no energy now on infringement, but at war's end we shall certainly take suitable action to protect the results of our pioneer research.

Not only did Huckins invent the LAMINATED KEEL but Huckins pioneered in Laminated construction—in increasing strength while reducing weight—in technical development lifting the motor cruiser out of the NOAH'S ARK class.

The stable, fast, economically-operated QUADRACONIC HULL found in the outstanding pre-war FAIRFORM FLYER and now found in the HUCKINS PT BOATS, will again appear in the FAIRFORM FLYER of tomorrow.

HUCKINS YACHT CORPORATION, JACKSONVILLE, FLORIDA



TOMORROW'S MATERIALS ?

Century's policy in boat building has always been to use the finest materials in the world. When the war is won and Century turns from war production to pleasure boats, that policy will still be observed. Some excellent new materials, born of the war, will be used. We will choose them, not because they are new, but because they are *better*. We like the glamour of innovation as much as anyone. We like the soundness of tried and proven materials even more.

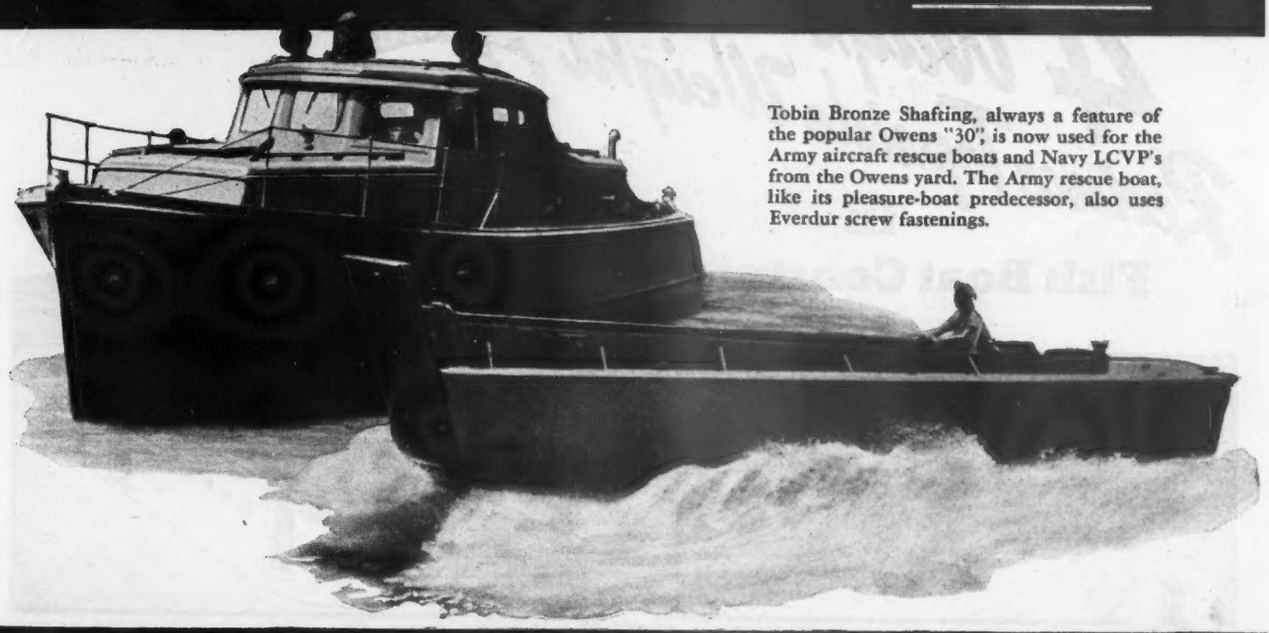
CENTURY BOAT COMPANY
Box 304, Manistee, Michigan

ARMY E NAVY

Century
BUILDER OF FINE INBOARD & OUTBOARD
BOATS

BUY WAR BONDS EVERY PAY DAY

Because these boats mean business



Tobin Bronze Shafting, always a feature of the popular Owens "30", is now used for the Army aircraft rescue boats and Navy LCVP's from the Owens yard. The Army rescue boat, like its pleasure-boat predecessor, also uses Everdur screw fastenings.

. . . this boat will mean MORE FUN!

TRIM, BUT GRIM, are the Army aircraft rescue boats built by the Owens Yacht Company at Dundalk, Maryland. And there's nothing beautiful about the Navy LCVP's from the same yard. But in the dependable performance of such vessels as these, lives and Victory are at stake. And from experience gained under the toughest conditions small boats have ever had to meet, will come pleasure craft that are stouter, faster, more maneuverable.

But war craft have learned from pleasure boats too—the dependability of Tobin Bronze* Shafting and Everdur* Fastenings. In war or peace these seagoing copper alloys will continue to be first choice of boatbuilders who put performance first.

*Reg. U. S. Pat. Off. 44136

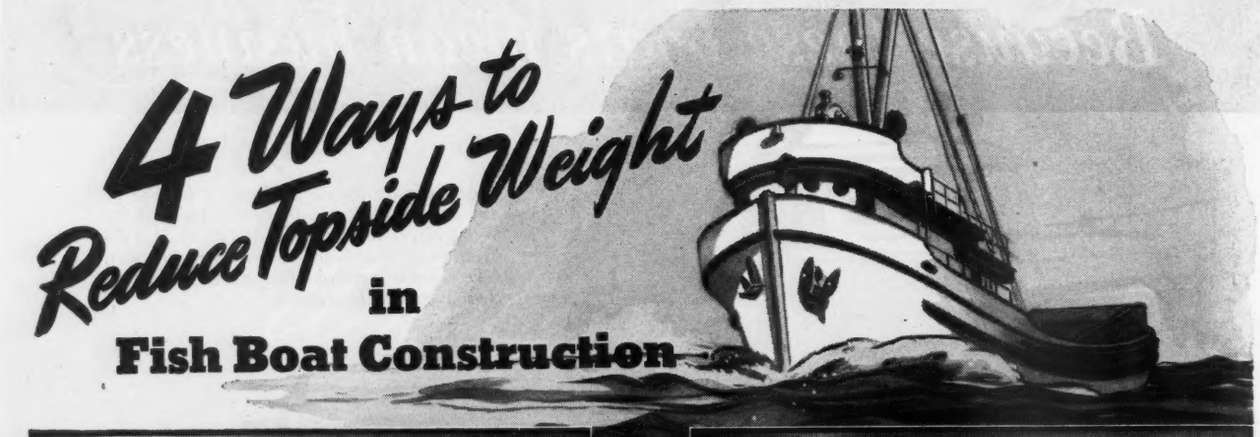
ANACONDA

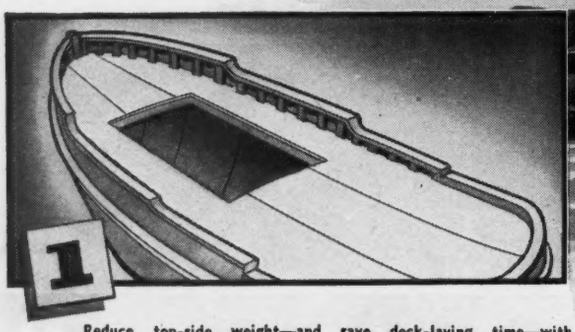
Anaconda Copper & Copper Alloys

THE AMERICAN BRASS COMPANY—General Offices: Waterbury 88, Connecticut

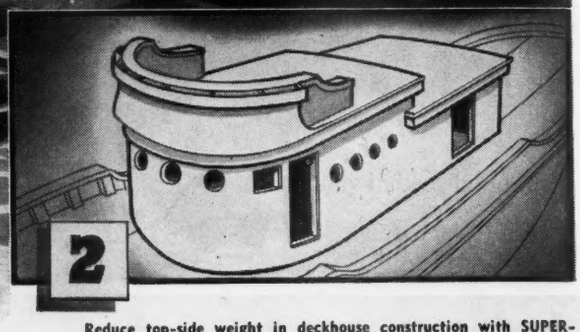
Subsidiary of Anaconda Copper Mining Company—In Canada: ANACONDA AMERICAN BRASS LTD., *New Toronto, Ont.*

4 Ways to Reduce Topside Weight in Fish Boat Construction





Reduce top-side weight—and save deck-laying time—with SUPER-Harbord giant plywood panels. Proven by use in 46′ army tugs, where two giant panels (power-sawn and jigged to fit coaming mold) form the complete deck. Caulking is eliminated, hence maintenance costs are reduced. The center of gravity is lowered because related thickness is reduced by reason of the plate strength of SUPER-Harbord. Other weight is saved through the reduction in the number of fastenings needed.



Reduce top-side weight in deckhouse construction with SUPER-Harbord giant plywood panels. Strong, durable, thoroughly-weatherproof SUPER-Harbord—much sturdier pound for pound than old-style materials—may be steamed and curved to fit rounded house and superstructure details. Large, one-piece sub-assemblies can be made with precision accuracy. Regular size panels too, are ideal for interior work—for lockers, bulkheads, furniture. Weight is saved every time SUPER-Harbord is used.

SUPER-Harbord, a proven, durable, "able-to-take-it" material for marine construction—now enlarges its usefulness through the development of GIANT PANELS. One important result of GIANT PANEL application in fish boat construction is the increase of stability by reduction of top-side weight, and a consequent reduction of roll and pitch without sacrifice of strength or rigidity. Scarfed to a ratio of 1 to 12, bonded with phenol-aldehyde resin by Harbor's hot-press method,

SUPER-Harbord **Giant**

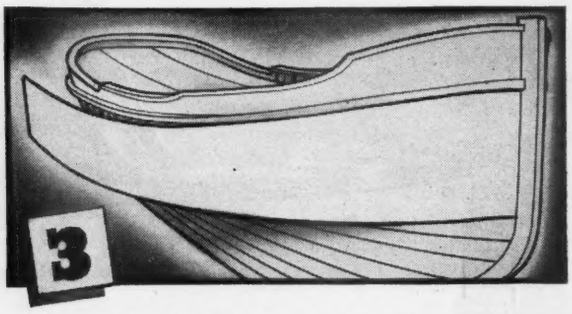
PLYWOOD PANELS

are available as LONG as you want by 9 wide, or as WIDE as you want by 9′ long. Orders accepted for immediate delivery, subject to government allocations of fir plywood. Write or wire for further details.

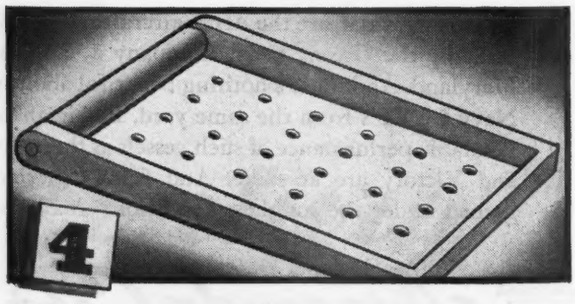
Harbor Plywood Corporation

Hoquiam, Washington

Look to Harbor for NEW Plywood Uses

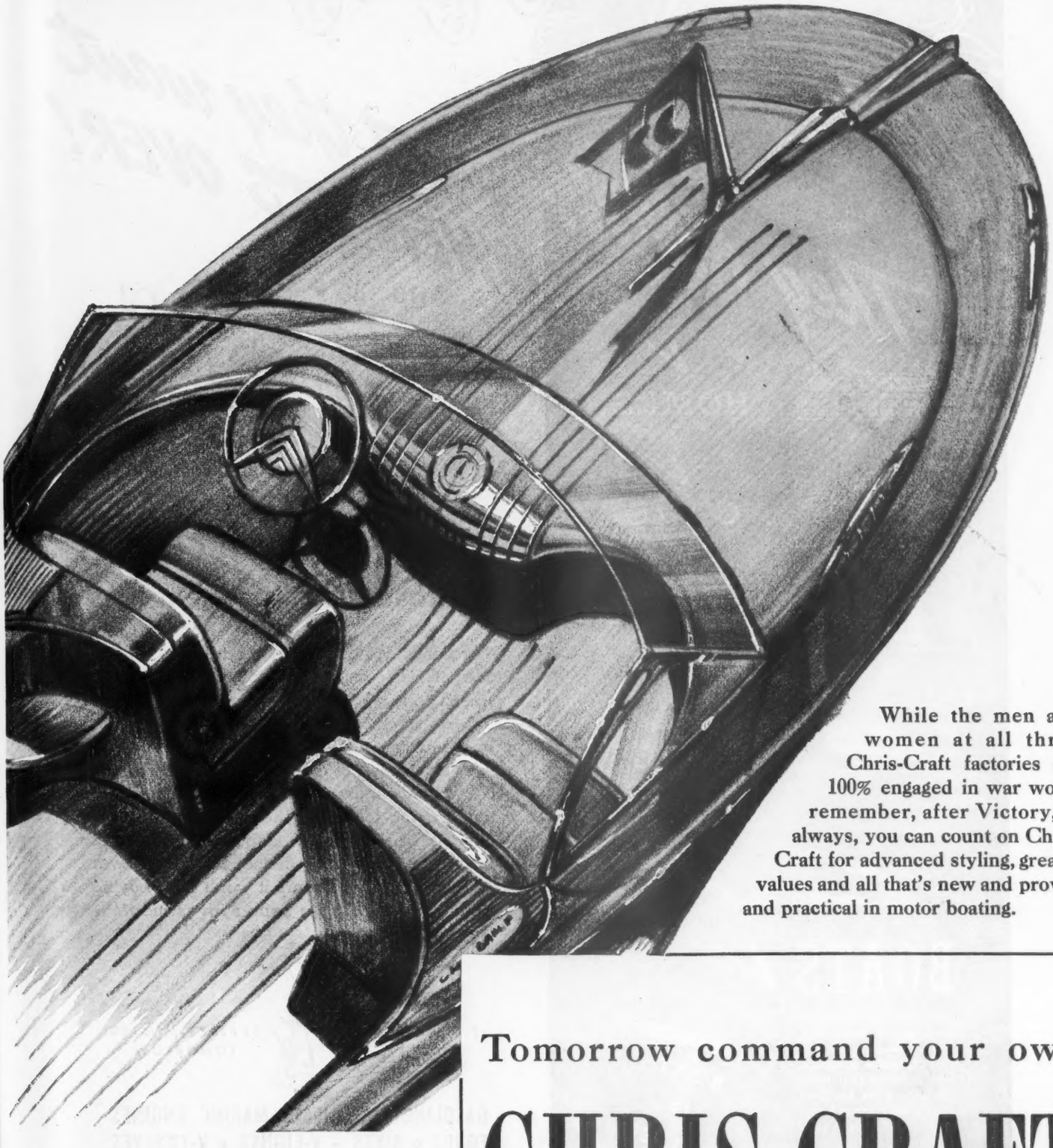


Lower the center of gravity on the hull itself with SUPER-Harbord giant panels. This method, too, has been proved in the construction of many types of war-craft. In effect, the giant panels are "wrapped onto" the hull above the water line, in place of old-style planking. Less fastening weight is needed and water absorption in service is minimized, hence decrease in hull dead-weight. Caulking and seams are reduced. The finished job is LIGHTER—and actually sturdier because of SUPER-Harbord's strength-weight ratio.



Reduce top-side weight by using SUPER-Harbord giant plywood panels in building turntable gear, bait-tanks, work skiffs and gangways. Turntable gear made with SUPER-Harbord (the panels bored for drainage) is stronger, more rigid, and much lighter in weight. Scrap cuttings, if any, can be used as gussets, fish plates and webbing.

BUY WAR BONDS TODAY!



While the men and women at all three Chris-Craft factories are 100% engaged in war work, remember, after Victory, as always, you can count on Chris-Craft for advanced styling, greater values and all that's new and proved and practical in motor boating.

Tomorrow command your own

CHRIS-CRAFT

CHRIS-CRAFT CORPORATION, Detroit Road, Algonac, Michigan

ARMY E NAVY Algonac, Mich.

ARMY E NAVY Cadillac, Mich.

ARMY E NAVY Holland, Mich.

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

They KNOW what they want ... WHEN IT'S OVER!

AND

Scripps

HOMES

CARS

REFRIGERATORS

PLANES

BOATS

Proof of the love Americans have for the water and boats is seen in the fact that consensus of opinion now indicates that boats are one of the five *first things* the average American plans to buy in postwar days.

ANY GOOD BOAT IS BETTER WITH A SCRIPPS

is already a FIRST CHOICE of those who *Know* engines

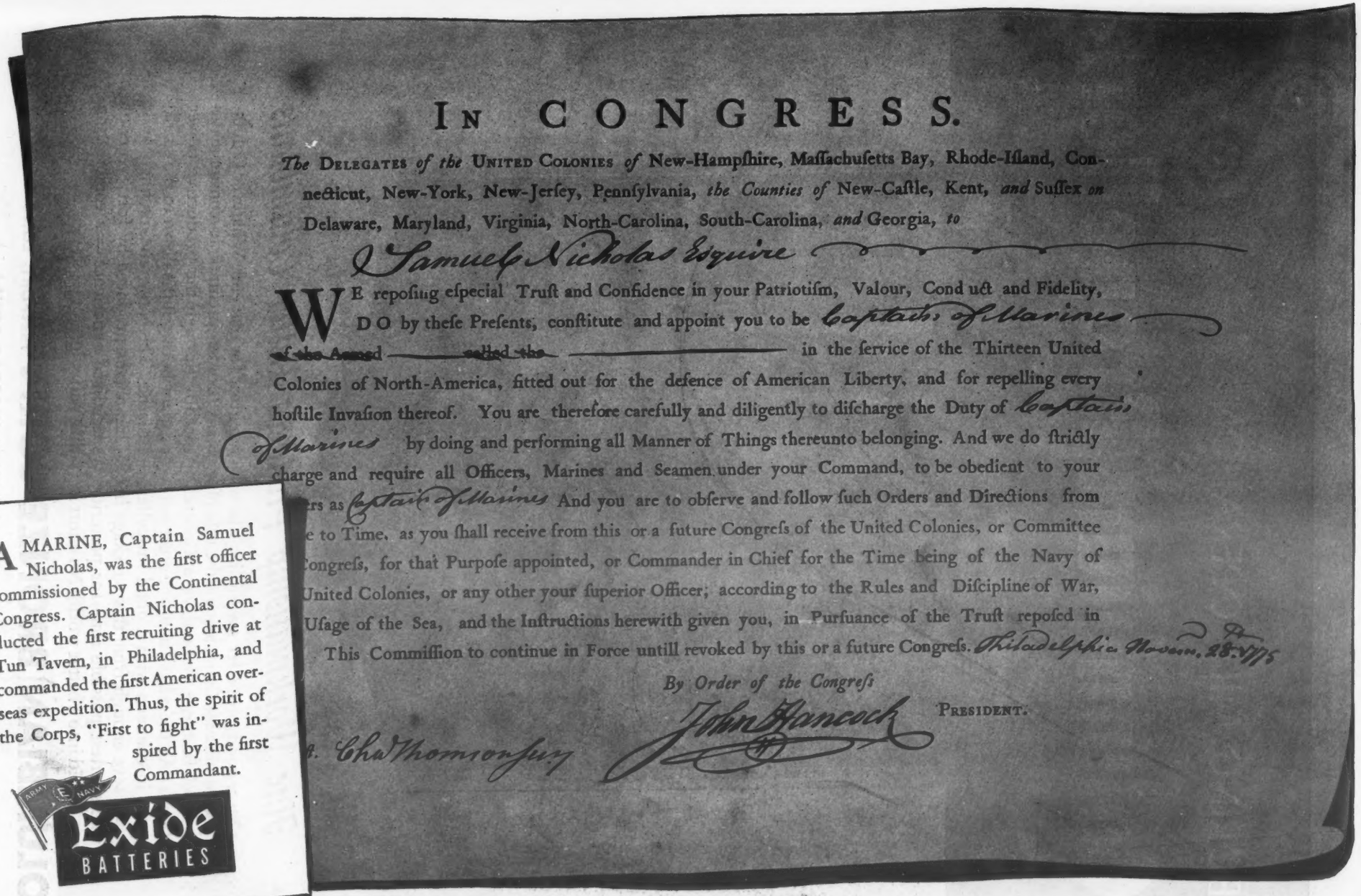
War Bonds are the best thing anyone can buy today. Americans are patriotically putting billions of dollars into them to win the war quickly and get back to the days when homes, cars, refrigerators, planes, boats are again available. Consensus of opinion is that BOATS are one of the five *first* things the average American is going to buy in the good days ahead. *Scripps* war record of dependability makes *Scripps* a preferred choice for the postwar boat. For *Scripps* buyers it won't be a buying "splurge"—it will be a *sound investment!*

BE BOND-MINDED TODAY

SCRIPPS-MINDED TOMORROW

GASOLINE AND DIESEL MARINE ENGINES
FOURS • SIXES • V-EIGHTS • V-TWELVES
TWENTY-FIVE TO SIX HUNDRED* HORSEPOWER
*TWIN SCREWS

SCRIPPS MOTOR COMPANY • 5817 LINCOLN AVENUE • DETROIT 8, MICHIGAN



IN CONGRESS.

The DELEGATES *of the* UNITED COLONIES *of* New-Hampſhire, Maſſachuſetts Bay, Rhode-Iſland, Connecticut, New-York, New-Jerſey, Pennſylvania, *the Counties of* New-Caſtle, Kent, *and* Suſſex *on* Delaware, Maryland, Virginia, North-Carolina, South-Carolina, *and* Georgia, *to*

Samuel Nicholas Esquire

WE repoſing eſpecial Truſt and Confidence in your Patriotiſm, Valour, Conduct and Fidelity, DO by theſe Preſents, conſtitute and appoint you to be Captain of Marines ~~of the Armed ——— called the ———~~ in the ſervice of the Thirteen United Colonies of North-America, fitted out for the defence of American Liberty, and for repelling every hoſtile Invaſion thereof. You are therefore carefully and diligently to diſcharge the Duty of Captain of Marines by doing and performing all Manner of Things thereunto belonging. And we do ſtrictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your ...rs as Captain of Marines And you are to obſerve and follow ſuch Orders and Directions from ...e to Time, as you ſhall receive from this or a future Congreſs of the United Colonies, or Committee ...Congreſs, for that Purpoſe appointed, or Commander in Chief for the Time being of the Navy of ...United Colonies, or any other your ſuperior Officer; according to the Rules and Diſcipline of War, ...Uſage of the Sea, and the Inſtructions herewith given you, in Purſuance of the Truſt repoſed in ... This Commiſſion to continue in Force untill revoked by this or a future Congreſs. Philadelphia Novem. 28. 1775

By Order of the Congreſs

...t. Cha Thomſon Secy

John Hancock PRESIDENT.

A MARINE, Captain Samuel Nicholas, was the first officer commissioned by the Continental Congress. Captain Nicholas conducted the first recruiting drive at Tun Tavern, in Philadelphia, and commanded the first American overseas expedition. Thus, the spirit of the Corps, "First to fight" was inspired by the first Commandant.

Exide BATTERIES

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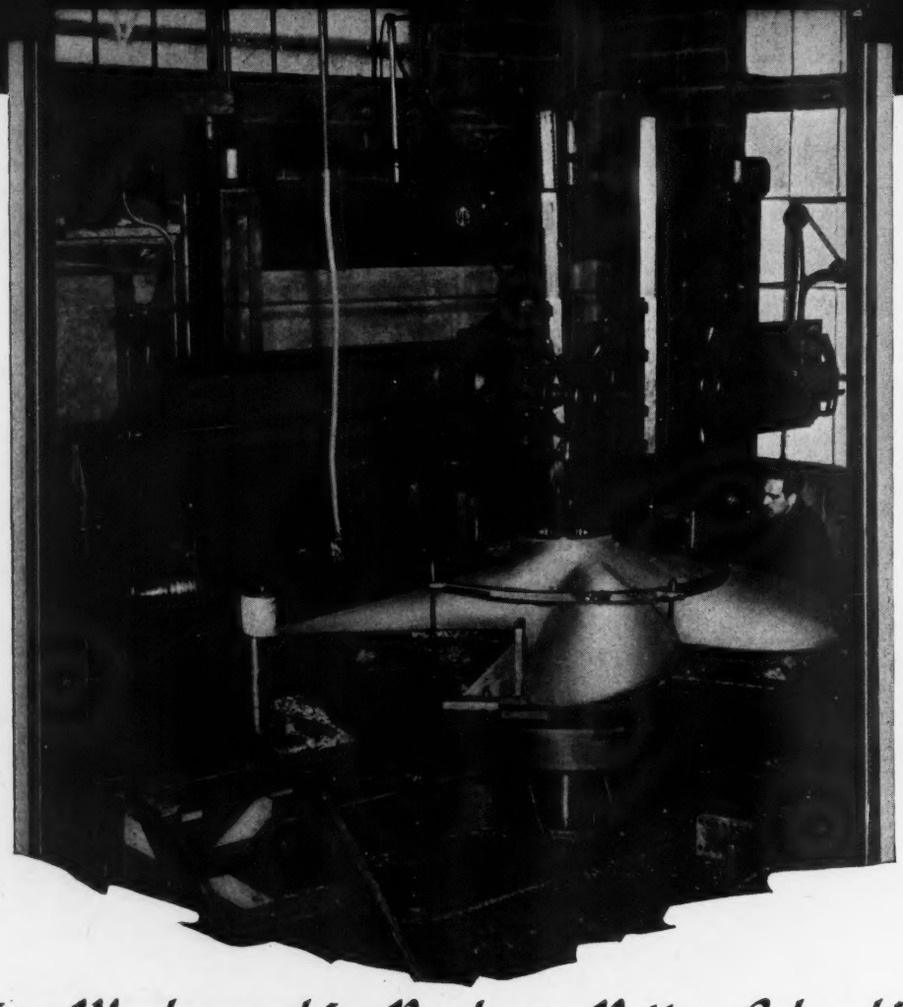

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Can a good propeller save a life like a pint of plasma? Can it assume the role of a block-buster, a Garand, or a General Grant? All these have now one great purpose in common with a good propeller —to save enough from this wreckage in the shortest possible time for posterity to mould into a better world. No effort is too great for that end. Whatever Columbian Bronze attempts it consummates speedily through the productive power of giant boring mills down to the smallest lathes. The Navy relies on finely built Columbians produced by forty years of specialized experience — a combination that will win.

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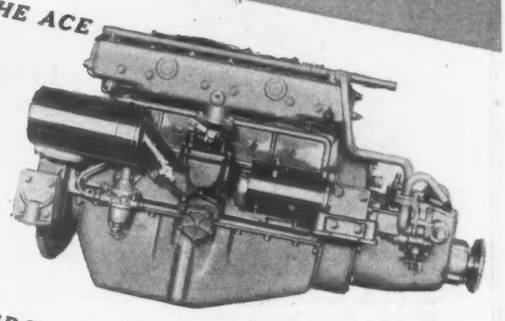
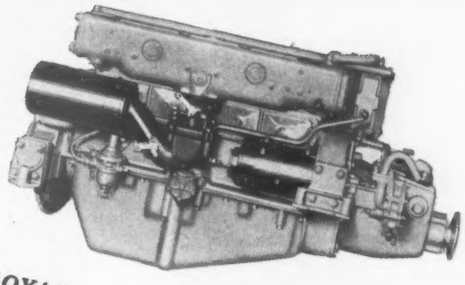


THE CROWN



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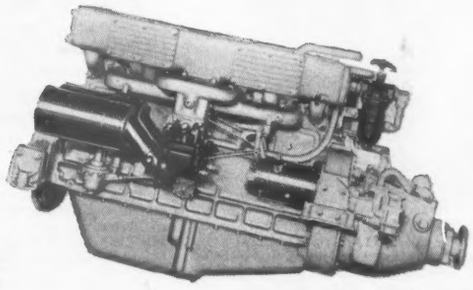

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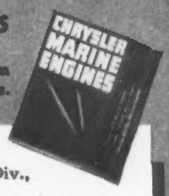

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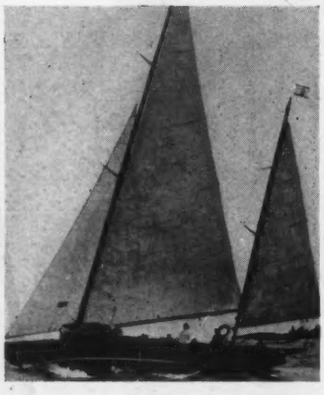
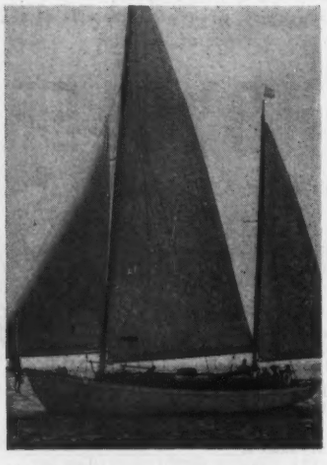


No. 4431 — Fast cruising yawl, extremely well built, 50′ x 33′ x 11½′ x 7½′. Four berths in cabin, double stateroom aft, galley forward, pipe berth and toilet in forecastle. Scripps 4-cylinder motor. Fully equipped, price $5,000.00. Laid up Maine.



No. 314 — Able and comfortable centerboard ketch, our design, 46′ 3″ over all, 36′ water line, 13½′ beam, 4′ draft. 40 h.p. Scripps motor installed 1935. Has large cockpit, separate motor compartment aft, entrance amidships with two staterooms aft each with large double berth, toilet amidships, four berths in cabin. Very large galley, berth and toilet in forecastle. Has had numerous renewals of gear, sails, etc. Owner states boat is in fine shape. Laid up Narragansett Bay, price moderate.

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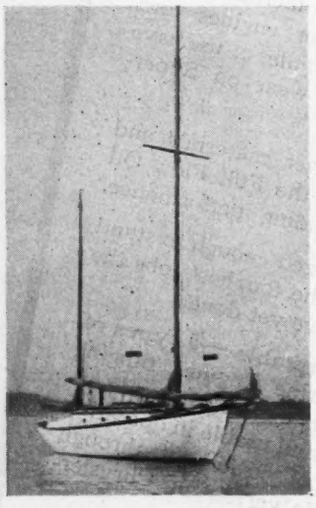
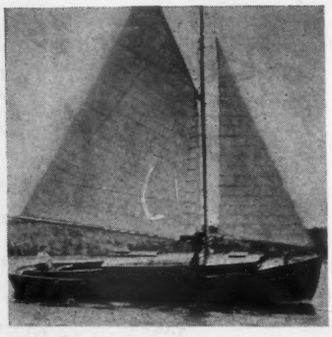


No. 442 — Centerboard yawl, our design, 34½′ x 27′ x 11½′ x 3½′. 35 h.p. Scripps motor, new 1939. Two cabins, galley aft, separate motor compartment. Laid up Nantucket. Price $4,500.

No. 5885 — Almost new light draft cutter, 31′ over all, 25′ water line, 10½′ beam, 4′ draft, 6′ 3″ headroom. Built by Casey 1940; engine run less than 150 hours. Double stateroom forward, toilet amidships, roomy cabin with large galley aft. Boat and equipment in excellent shape. Laid up Narragansett Bay.

No. 309 — One of our well known centerboard Schooners. Our design. 33′ waterline, 43′ overall, 12′ 6″ beam, 4′ 3″ draft. New motor 1940. Large double stateroom, sleeps six. Believe in first class shape. Now on Lakes.



No. 597 — Motor sailer that will really sail. Now has bowsprit and outer jib, added summer 1943. Large cockpit, galley aft, two cabins sleeping five. 40 h.p. Gray motor, now being taken down. Delivered in commission. All paint taken down to bare wood 1944. 35½′ over all, 11′ 1″ beam, 4′ 3″ draft. Deckhouse could be added. Price $6,500. Laid up Maine.

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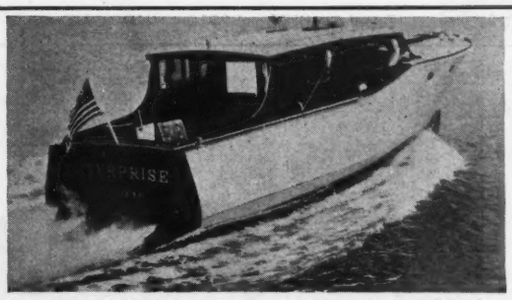

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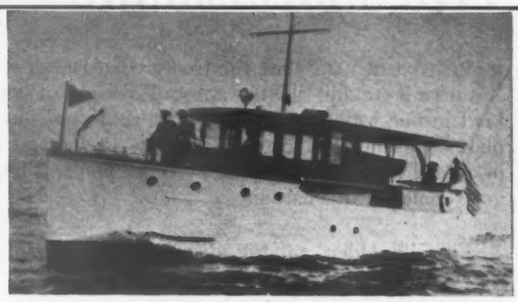

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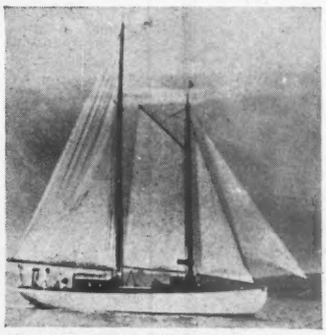

No. 1857 — FOR SALE — 46′ x 38′ x 12′ x 6′ auxiliary schooner, built 1932 to highest specifications. Composite construction, teakwood used throughout. Accommodations for six and one crew. Most attractive offering. *For further particulars, communicate with* YACHT SALES & SERVICE, Inc., 1528 Walnut Street, Philadelphia 2, Pa.

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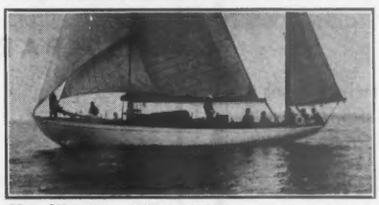

No. Y-8023 — FOR SALE — Auxiliary yawl, 53′ 8″ x 38′ x 12′ x 7′ 7″, built from our designs. Four berths in main cabin and double stateroom provide sleeping accommodations for six aft. Equipment includes Homelite, Lux, fireplace and speedometer. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York.

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1 Fine 40′ Alden, gaff rig, diesel schooner, 1930, a very able boat, 11′ 6″ beam, 5′ 10″ draft.

2 30′ x 8′ 6″ Alden sloop, a splendid auxiliary, full headroom, two cabins, fine galley, toilet, large cockpit, complete in every detail. Solid and a fine cruising yacht. Condition good.

3 A Marconi shoal draft 46′ Ketch, by Alden, 1927. This is a fine auxiliary, wide beam, very comfortable.

4 34′ 9″ x 10′ 11″ Alden ketch. This is an unusually fine auxiliary, two cabins, full headroom, only had one owner, never had any bottom paint other than Murcop. Sails, gear, all equipment excellent all way through. This ketch is a very fast sailer and a fine boat.

5 35′ x 11′ 3″ Alden cutter. Two cabins, Gray power, full headroom, able and well equipped throughout. Here is a fast, able off-shore cruiser, a double ender, fully equipped and ready for immediate delivery.

6 A 1939 thirty-four foot auxiliary cutter, a splendid Maine built yacht, similar to a WEEKENDER.

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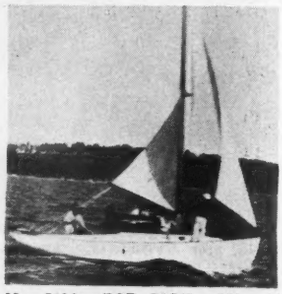
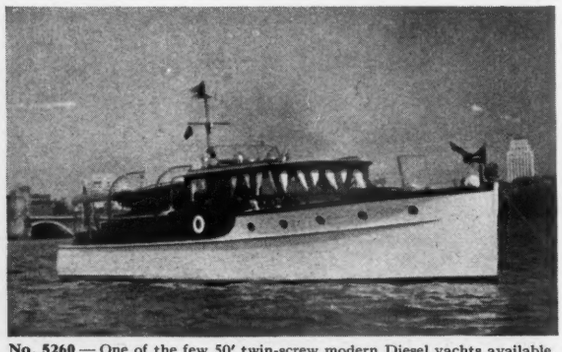
No. 4970 — FOR SALE — One of the Deluxe model Single Hander yawls, used three short seasons. 35′ x 8′ 6″ x 5′ 3″. Sleeps four. Good complement of sails.



No. 5106 — FOR SALE — 28′ x 9′ 10″ x 3′ 3″. Auxiliary centerboard sloop with doghouse, new 1940. Laid out to sleep three (room for four). Reasonably priced.



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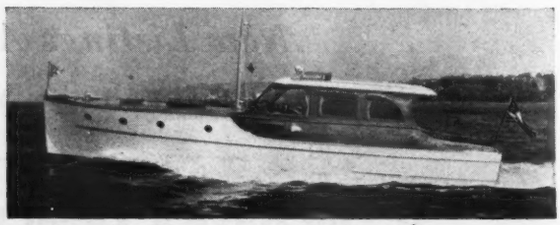

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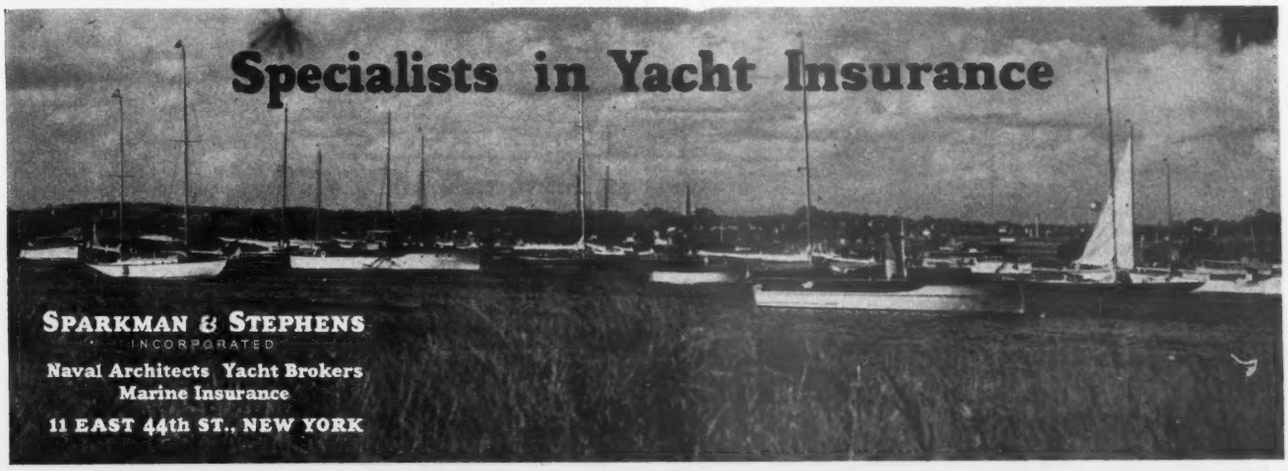

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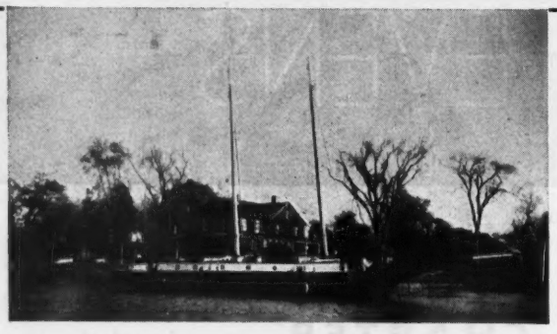

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Will pay cash for 8-meter sails. Must be in good condition. Reply mentioning size, age, maker and price. Reply Box 4-9.

Swap for cash or Chelsea striking ship's clock — *Yachtings* from 1915 to date. Few missing. Bound *Rudders*, Volumes 11 to 22. Bound *Boatings*, September 1905 to December 1907. Reply Box 4-10.

Wanted: Snipe, hull and sails in good condition; or some other small shoal draft boat. Reply Box 4-11.

Have Hathaway & Reiser 50 sq. ft. lug dinghy sail, spruce spars, rigging complete, used twelve times. Swap for cash. Need light folding anchor. Reply Box 4-12.

Swap Uniquely attractive modern Alden Marconi auxiliary 32' cutter located Boston. Unusually fine ship in design materials and workmanship, successful racing-cruising. Morse built of teak, yellow pine, bronze, lead and Kermath powered. Hollow spars, roller reefing, stainless rigging, many sails, monel galley, Lux, full headroom, sleeps four. Condition reflects $9100 cost. "WANT" larger sound, modern auxiliary 38' to 50' built since 1930. Cash either way. Reply Box 4-13.

Wanted: Sails in good condition for Class Q Sloop. Mainsail, hoist 55', foot 25', Jib, hoist 34', foot 14'. Reply Box 4-14.

New suit cruising sails never used. Will fit average 42' to 46' schooner. 1100 total square ft. Included marconi main, gaff fores'l, stays'l and jib. $275. Reply Box 4-15.

Will swap $4,000 to $5,000 for a 45 ft. to 55 ft. cruiser. What have you to offer? Vicinity Long Island Sound. Reply Box 4-16.

For Sale: Dyer D. One of the last new boats delivered before war. Gunter rib, canvas cover; beautiful graining. No bargain. Make offer. Reply Box 4-17.

For Sale: Two Class X Dinks, vicinity New Haven. One like new with two sails, $300. The other excellent with one sail, $150. Reply Box 4-18.

Offering jib 40' x 28' x 18' excellent condition also club-footed staysail 33' x 28' x 12' fair shape but minus snaps. Need double luff spinnaker about 38' x 38' x 25'. Reply Box 4-19.

For Sale: Practically new suit Ratsey sails for Star. Used only few times. In first class condition. Box 4-20.

Will swap cash for Penguin type dinghy in good condition. Reply Box 4-21.

Will swap complete set seven volumes "Audubon's Birds of America" and "Audubon's Quadrupeds of North America" three volumes. Both sets complete editions, original 8 vo. binding bad, foxed, otherwise good, for Cabin cruiser in good condition. Reply Box 4-22.

Wanted: Comet in good condition and completely equipped. State price, also number of boat. Reply Box 4-23.

Send Replies to

SWAP CHEST, *care* YACHTING

205 East 42nd Street, New York 17, N. Y.

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Telephone: Mystic 659

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52' Post-built, Alden-designed Schooner

We are also offering a 47' twin-screw Post-built cruiser, 45' Express cruiser, 25' Motor sailer, 32' Fisherman type hull and several other good power and sail boats. All of these boats may be inspected at our yard at Mystic, Connecticut.

Cabin Sloop. Marconi. 36' x 25' x 8' x 5' 9". Sleeps four. Stainless rigging. Prescott Wilson sails, dinghy, outboard motor, mooring, etc. Phone Cortlandt 7–5571, or write H. OLDAK, 116 Nassau Street, New York City.

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1 RCA ship-to-shore radio ET-8011-A, set No. 4042, complete with New York (2198 kc) and Norfolk (2142 kc) crystals. Set is reported as 15 watts and six frequencies. ▪ Installation was made on the yacht ROMANY on June 27th, 1940. ▪ Set may be inspected on the premises, after arrangements with WINTHROP SARGENT, JR., *Executor*, at Titanium Alloy Mfg. Co., 111 Broadway, New York, N. Y.

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A disabled war veteran, tuberculosis victim, must live alone, wants cruiser for a home. $500 down payment and balance $25 per month. Can you help me? Reply Box 400, care of YACHTING, 205 East 42 St., N. Y. 17, N. Y.

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A group of Marines in the San Francisco bay area are seeking a cruiser type of craft. They have a good deal of liberty and would like nothing better than to be spending it putting a boat in shape for their next furlough.

They can't pay big money for a boat, but are able to pay something, and take care of transportation to that area. So, if you know of a cruiser, regardless of condition and you would like to help these Marines in their worthwhile hobby, communicate with Corporal Emery, *Dept. of the Pacific*, United States Marines, % 1750 Clay St., San Francisco, California.

WANTED

32' to 38' cruising auxiliary, must be in top condition, full head room, sleeps four or more, send photo, sketch of interior, full details, and lowest cash price.

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Opportunity for mechanical detail draftsman with experience in Marine work. Plant located in Upper Hudson Valley. List references. Reply Box 409, care of YACHTING, 205 East 42nd Street, New York 17, N. Y.

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45- to 65-foot sea-going schooner with Diesel power. Must be heavy built. Need not be otherwise fully equipped. Address full details Box 406, care of YACHTING, 205 E. 42 St., New York 17, N. Y.

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Pequot Indian, 22' o.a. keel sloop. Good condition, two suits of sails. In Westchester. Reply Box 408, care of YACHTING, 205 E. 42 St., New York 17, N. Y.

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Rhodes designed auxiliary 29 ft. o.a. in first class condition, complete inventory. Located on the Great Lakes, $3300. Also 50 ft. Lawley-built cruising auxiliary with fine racing record, $3500, and a number of good power cruisers. John G. Robinson, 65 Clifton Park Lagoon, Lakewood, Ohio.

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Boat or shipyard, not too large, preferably mid-west or south. Reply Box 407, care of YACHTING, 205 East 42 St., New York 17, N. Y.

Ground Crew

Next time you see a bomber overhead—stop and think for a minute of what it took to put it up there.

Think of the aluminum that sheathes its sleek lines . . . aluminum from a plant that was only a blueprint yesterday. Think of the propellers and the engines that drive it . . . propellers and engines from factories that were only corn fields the summer before. And think of the men who fly it and fight it . . . men schooled at air fields and training stations which were created virtually overnight.

All of these facilities and more were required to put that bomber up there . . . and all of them were provided by a vast ground crew that numbers its men and machines in the millions—America's Construction Industry.

Here, again, is a job that called for the best in every man and every piece of equipment . . . a job that required power of proven stamina, economy and dependability . . . a job that demanded nothing less than *Cummins Diesel Power*. CUMMINS ENGINE COMPANY, Columbus, Indiana.

This is the sixth and last in a series of advertisements depicting the war-time role of Cummins Diesel Power in the nation's basic industries. In the construction field, Cummins Dependable Diesels are used to power all types of heavy-duty dirt moving and material handling machinery—trucks, shovels, draglines, tractors, compressors and many other kinds of equipment. The giant 60-yard Tournapull illustrated here is powered by a pair of 200 hp. (Supercharged) Cummins Diesels.

Yachting

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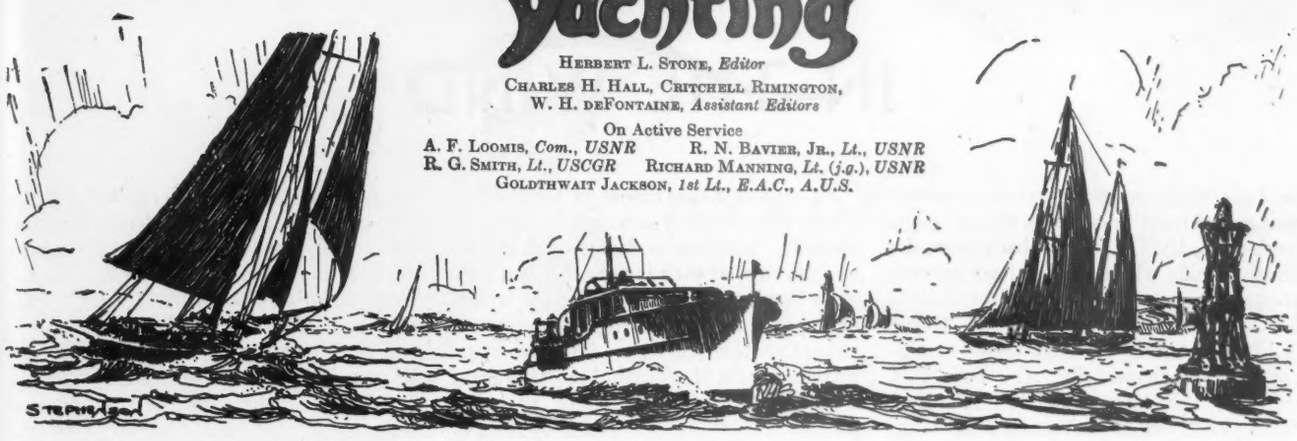

VOL. LXXV APRIL, 1944 NO. 4

FOR SIMPLIFYING THE RULES

ELSEWHERE in this issue is a suggestion for the simplification and clarification of the rules under which yachts are raced. That the present rules need simplification and revision has been long apparent to everyone who has raced under them. Many of the rules overlap; which take precedence and which apply in certain situations is often in doubt, and different rules may be interpreted differently not only by the helmsmen themselves, but by race committees and appeal boards as well.

As a case in point, a protest made in a race a few years ago was decided in three different ways by as many reviewing authorities and, after a lapse of two years, the final decision of the then highest authority was reversed by the new Appeals Committee of the N.A.Y.R.U. If it takes two years and four reviews to get the right answer to a situation that the skippers of two boats have to decide in a flashing moment, something must be very wrong with the rules under which yachtsmen are asked to race.

The rules suggested by Mr. Harold S. Vanderbilt in the article mentioned above have much to recommend them and should receive careful study with an open mind. They are based on four fundamental right of way rules that are easy to comprehend and to apply in any situation. In an earlier, and less complete, draft they were first suggested some seven years ago. Since then they have been tried out for several seasons, and such changes as seemed necessary were incorporated. As presented, they are the clearest and simplest we have yet seen. They commend themselves for this reason. In comparison with the ambiguities of the present rules, which frequently take a sea lawyer to interpret them, they shine like a masthead light on a dark night.

Faced with the task of making a change in anything that has the years of use and tradition behind it of the present rule, which is international in scope and is used in many yachting countries, their adoption will be difficult. Yachtsmen are a conservative bunch as a whole. Yet, after a lapse of years in which there has been no serious racing, and with many new men coming into the sport after the war, agitation for a change towards simplification is timely. An open mind will help in any approach to this most important subject. In recent years, navigational methods have been radically changed and greatly simplified in spite of the traditional conservatism of the seafaring class. Is it beyond reason that we may accomplish the same thing in our racing rules?

CONTENTS

SAGA OF THE "FRANCES"
By James A. Kelley 33

LOTS OF YACHTS IN THE WOODS
By Robert Turner 36

CARIBBEAN CRUISING
By Coert duBois 39

WHEN TWO YACHTS MEET:
Fundamental Right of Way Rules —New *vs.* Old
By Harold S. Vanderbilt 42

THE BEST YACHTING BY A DAM SITE
By Critchell Rimington 48

PAINTING PROBLEMS IN WARTIME
By Charles Fisk 51

SHEETS AND HALLIARDS GONE TO WAR — PART II
By Rufus G. Smith, Lieutenant, USCGR 53

WOMAN POWER TAKES OVER
By Beatrice Oppenheim 56

SAILS AND SAILMAKING — PART II
By W. H. deFontaine 58

IN DEFENSE OF THE "CAT"
By William B. Oehrle 60

RIVER ICE BREAKING 62

IN THE MORNING WATCH
By Eric C. Hiscock 64

THE MONTH IN YACHTING 67

PLANS 70

GADGETS AND GILHICKIES 74

WITH THE COAST GUARD AUXILIARY . . . 76

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IN THE WIND

▶ Felix Mulgrew, the erstwhile big advertising man from these parts who is now a lieutenant, USNR, is fresh back from the South Pacific where he has been serving aboard a battlewagon as assistant navigator. He was in the area where Bob Meyer has been training PT-boat crews so vigorously and successfully. . . . Felix told me about the Cocoanut Grove Y.C. that he and some ardent yachtsmen from Long Island Sound had organized out there and of which he is commodore. The racing fleet consists of a couple of whaleboats that had been beached. They were equipped with new spars and yawl-rigged, the sails being expertly cut by some canny old sailmakers.

The rule is that, considering the work the enlisted men put in on the boats, only three officers are permitted to sail in each craft in a race, and they are supplemented by ten jack-tars. Several admirals in the vicinity were invited to become honorary vice commodores and fleet captains of the club and they accepted eagerly and sailed in several races. One admiral said that all his life it had been his ambition to wear a yachting cap and that now he felt he was eligible for that honor. . . .

▶ From another source in the same exotic locale I learned about the skipper of a dreadnaught who was driven from his emergency cabin by a leak which developed directly over his pillow. He was making his way to his regular quarters in the pitch dark of the rainy night when he stumbled over a cot that had been set up in the private demesne known as the "captain's walk" or "porch," a place traditionally sacred to the skipper. A moment later he collided with another cot, and realized that a number of men must have surreptitiously occupied the area for sleeping purposes. . . . Furiously he turned on his torch, groping for the door of his cabin. A voice shouted, "Turn off that light, you —— —— ——! Do you want to sink us?" The captain doused the glim meekly — then, unable to open his door, he had to announce his identity to the blasphemous bosun' mate who had reprimanded him, and seek his assistance. . . . Once in his quarters, he tried to telephone the bridge that he had moved. The phone wouldn't work. . . . After that, all hell broke loose. It was worse than going into action, my secret source tells me. Nobody aboard got any sleep the rest of that night. . . .

▶ Edward M. Stetson, of New Bedford, Mass., writes me that he was interested in the item appearing in this compartment last month concerning the guy who has patented a device which enables a person pulling a boat to face for'ard instead of aft. . . .

"I was at Lake Placid in the Adirondacks thirty-two years ago," says Mr. Stetson, "and saw a device of that kind and also rowed with it myself. I had difficulty turning to come back because, whichever way I tried to turn, the boat would swing the other way. . . . The owner and inventor was a Mr. Troth. I am wondering if he has only just managed to get a patent, or if his idea was stolen by the guy you mention. . . ."

▶ Glancing through the February issue of *Starlights*, official publication of the International Star Class Y. R. A., I learn that there are 137 fleets and 2193 boats. . . . Since its inception, the Star Class has proved to be the most successful of any small racing class in the history of yachting, and the devotion of Star owners to their boats is fabulous. . . .

It's been suggested, incidentally, that Commodore George Corry's *Little Dipper* should be berthed in the Smithsonian Institute as a tribute to the Father of the Class and sponsor of the sport of one-design yacht racing. . . .

▶ This compartment feels particularly honored by the fact that it is occasionally quoted by E. P. Sabin, dean of the Cathedral Church of St. Paul, of Fond du Lac, Wisconsin, in his *Cathedral News*. . . .

▶ A. P. Herbert, the British humorist, thinks the fault lies in the stars, not in ourselves — that is, in their names. . . . He has published a booklet called *A Better Sky* in which he has provided new names for 270 of the principal stars. He wants Ursa Minor called *Liberty;* Ursa Major, *Great Britain;* Cassiopeia, *United States;* Cygnus, *China;* Orion, *The Sailor*. . . .

The Royal Astronomical Society was "appreciative" of his suggestions but said no changes in the names of stars or constellations could be made except by international agreement "which is clearly impractical at the present time." . . . The society probably thinks he was having a joke at their expense. . . . However, he wasn't fooling when he was instrumental in reforming Britain's archaic divorce laws. . . .

Incidentally, if some of the movie stars had their names changed back to the original they wouldn't sound so glamorous. . . .

▶ Skip Getchell, of Southwest Harbor, Maine, suggests that I quote the request pencilled on a penny post card that was received by Henry R. Hinckley & Co., boatbuilders, from a guy in Indianapolis the other day. . . .

"Dear Sir:

Please will you send me a marine calendar of sailing ships if you have any. If you haven't anything else please send anything else you got.

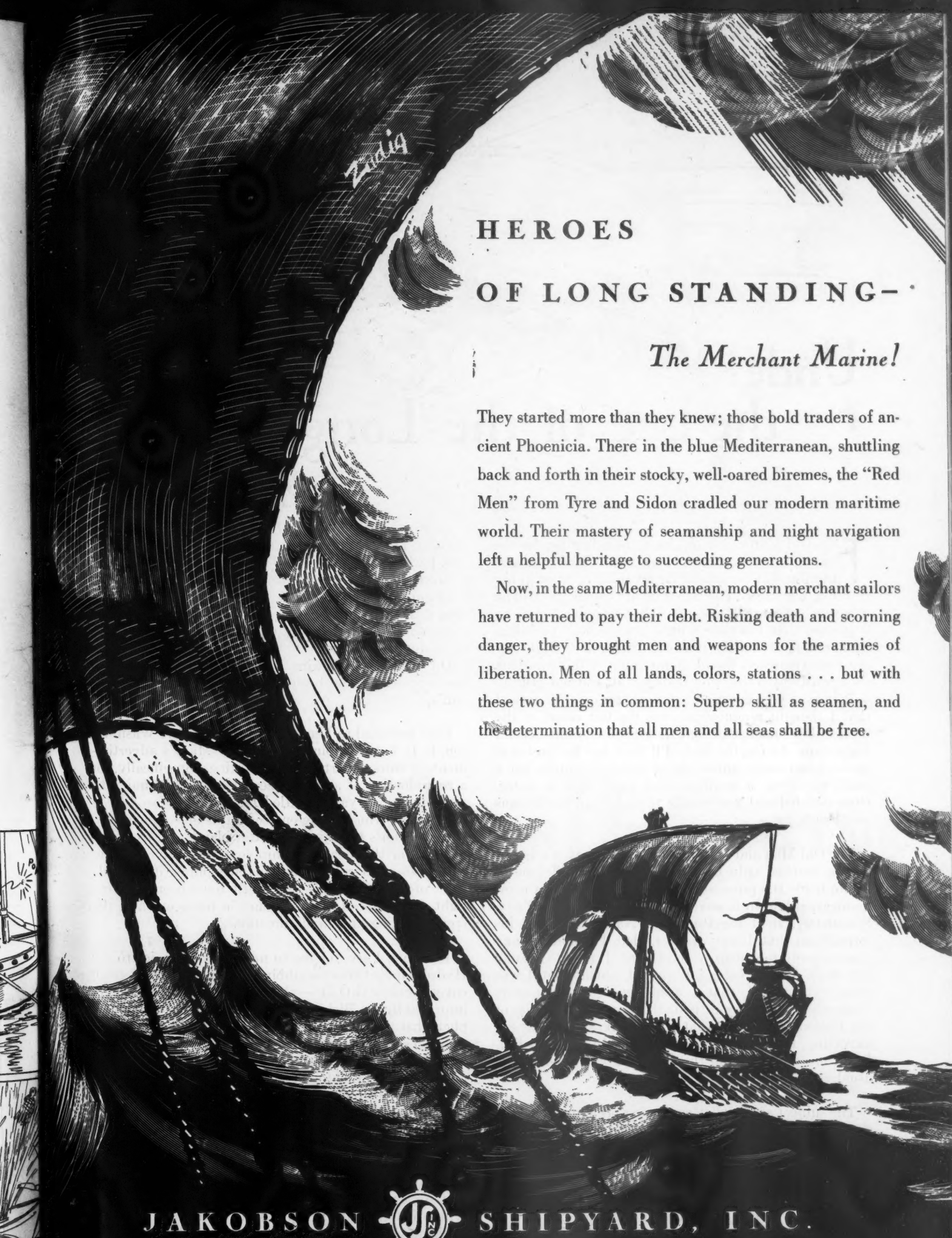
(Thank you)

(Signed) ————"

Skip says the firm was tempted to reply with, "We've got some headaches we don't need. . . ." TELLTALE

Cautious Conrad: A Penny Saved Is a Penny Earned

THAT WATER BOAT FELLER IS A ROBBER! GO TWO, THREE MILES UP THE HARBOR TO THE STEAMBOAT WATER DOCK AN' SAVE YER MONEY!
STROKE! A PENNY SAVED IS A PENNY EARNED STROKE—STROKE
READY?
READY
READY
SRIXT
DARRELL McCLURE



HEROES OF LONG STANDING—

The Merchant Marine!

They started more than they knew; those bold traders of ancient Phoenicia. There in the blue Mediterranean, shuttling back and forth in their stocky, well-oared biremes, the "Red Men" from Tyre and Sidon cradled our modern maritime world. Their mastery of seamanship and night navigation left a helpful heritage to succeeding generations.

Now, in the same Mediterranean, modern merchant sailors have returned to pay their debt. Risking death and scorning danger, they brought men and weapons for the armies of liberation. Men of all lands, colors, stations . . . but with these two things in common: Superb skill as seamen, and the determination that all men and all seas shall be free.

JAKOBSON SHIPYARD, INC.

OYSTER BAY, NEW YORK

WE TOO HAVE TURNED OUR PEACETIME SKILL TO WAR USE—BUILDING CRAFT FOR WAR

Under the Lee of the Longboat.

by Spun Yarn

THE Old Man called me down the other day for the first time in a couple of years, and I think you'll be interested in the reason for his rebuke, if not in my reaction to it. He said he was tired of Dismal Spit and he was sure you are. (If you are, it's unanimous.) And he suggested that I devote a little attention to yachting, commenting (1) on the post-war yacht, and (2) on my pre-war experiences in sail. In my reply — this was done courteously by letter, you understand, and not gruffly, as in days of yore in the editorial sanctum — I remarked that I thought reminiscence was the last resort of the broken-down hack, and that that disposed of his second suggestion. As for the first, I'll take up the post-war yacht when some gifted naval architect thinks up a small cutter or a medium-sized yawl that is faster, closer-winded and less trouble to tack than the designs we already have.

The Old Man and I were fast reaching such a crisis as can be reached only by two men of iron will (one of whom holds the purse strings) when I received a communication known in naval circles and backwaters as a Speedletter. In it the Bureau of Naval Personnel informed me that I was HERDET, that I would PROREP (somewhere) for DUTOUT, and that I might DELREP five days. Which, being interpreted, meant that I was HEREby DETached, that I would PROceed and REPort (somewhere) for DUTY OUTside the Continental limits of the United States, and that I might DELay five days in REPorting, the delay to count as leave. In basic English, I had my orders — and the Old Man won his point, as usual.

The subject of Speedletters having been introduced, I should like to quote from a recent number of the Navy's *Bureau of Naval Personnel Information Bulletin*, the brightest, most informative, and best edited Service magazine currently being published. Under the heading, "If we had our own way about using dispatch phrases in Speedletters" it lists the following specimens:

WHADURDES — What in hell does your dispatch of (date) mean?

URDESBUL — Your dispatch of (date) so much bull and I will ignore same.

DONLIM — Don't lie to me, young man!!!

FURBINAL — If you had been in the Aleutians as long as I have . . .

INEVORGSOB — In every organization there's always some dumb, etc., etc.

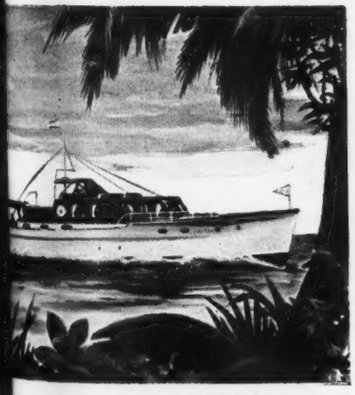
On the above showing I'd say that the Bureau is one ORG which has been successful in eliminating its SOB'S.

I am indebted to Lennox F. Beach, of Port Washington, L. I., for a clipping from one of Macy's advertisements of works of art and sea paintings. Specifically, for a reproduction of a ship at sea in a gale of wind with men on her fore yard, entitled *Throwing the Foresail.* As Mr. Beach, who has the entrée to this department any time he wants it, says, "You can plainly see from the painting of this beautiful ship that they have already thrown (or, as a sailor would quaintly phrase it, stowed) most of the other sails. She must have been a lovely sight at full speed, with a boner in her teeth and the crew throwing sails in all directions."

It's time, I see, for me to make my apologies to the Hydrographic Office for ribbing it for using a light-green cover for their H.O.71 — the Red Azimuth Tables. I am informed by Lt. Bickford, Naval Aide to the Hydrographer, that the Office ran out of red material, due to war shortages, and temporarily substituted the green material for it. The familiar red cloth binding is again being used, and Mr. Bickford feels that their temporary expedient put us one step nearer to "winning the war in '44," being in line with the H.O.'s policy that "the needs of the fleet we will meet."

In the same mail I received from C. R. Hinchman the suggestion that the red dye, formerly used, has all been sent somewhere on Lend-Lease, to be used in coloring synthetic Grenadine syrup. As Mr. Hinchman is only a Cruising Club member and probably a Black Republican to boot, you may disregard his suggestion.

Fine 18" x 13" full-color enlargement of this painting sent on request while supply lasts. Write for Lithograph G to Electric Boat Co., P.O. Box 148, Wall St. Station, New York, N. Y., enclosing 10c for postage and handling.



Elco 57 Ft. Motor Yacht

ictory Will Bring Them Back

e thrilling performance of the Elco PTs ained renown, boating enthusiasts have d the profound effect our PT-building ience will have on future Elco cruisers.

n peace has been won, you can look to o translate its revolutionary design and uction techniques into new standards of ncy and economy for the boating pub- n the meantime we're keeping all out ictory.

P BUYING WAR BONDS

1944, Electric Boat Co.

THE Green Dragon's LAIR

There's a strange "Moonlight Sonata" heard nightly in the jungles of the South Pacific . . . a symphony of giant horsepower, throttled to a pianissimo, as the Elco PTs steal away from hideouts to hunt the hated Jap.

'Green Dragons," someone has aptly named these lethal Elcos. Camouflaged to blend with tropical foliage like nature's monsters, they lie low by day at little bases carved out of the verdant "gumbo", imperceptible from sky and sea.

Come night, and the PTs take over the swing shift of our insular offensive. Theirs is the job of blasting enemy barges loaded with supplies and men; of torpedoing Tojo's warships and merchantmen; of carrying out hit-and-run raids in which only craft with the PTs' lightning speed can succeed.

How are they doing? See your favorite newspaper. Hardly a day goes by that the communiques don't credit "our light naval units" with another score on the PTs' fabulous record. As this is written, their victims include: a battleship, several cruisers, 15 to 20 destroyers, at least two submarines, scores of aircraft, dozens of merchant vessels and hundreds of landing barges.

To us at Elco, where "Green Dragons" are born and multiplied so rapidly, this PT box score is the greatest of inspirations. And it is an everlasting tribute to the valor, stamina and resourcefulness of PT crews.

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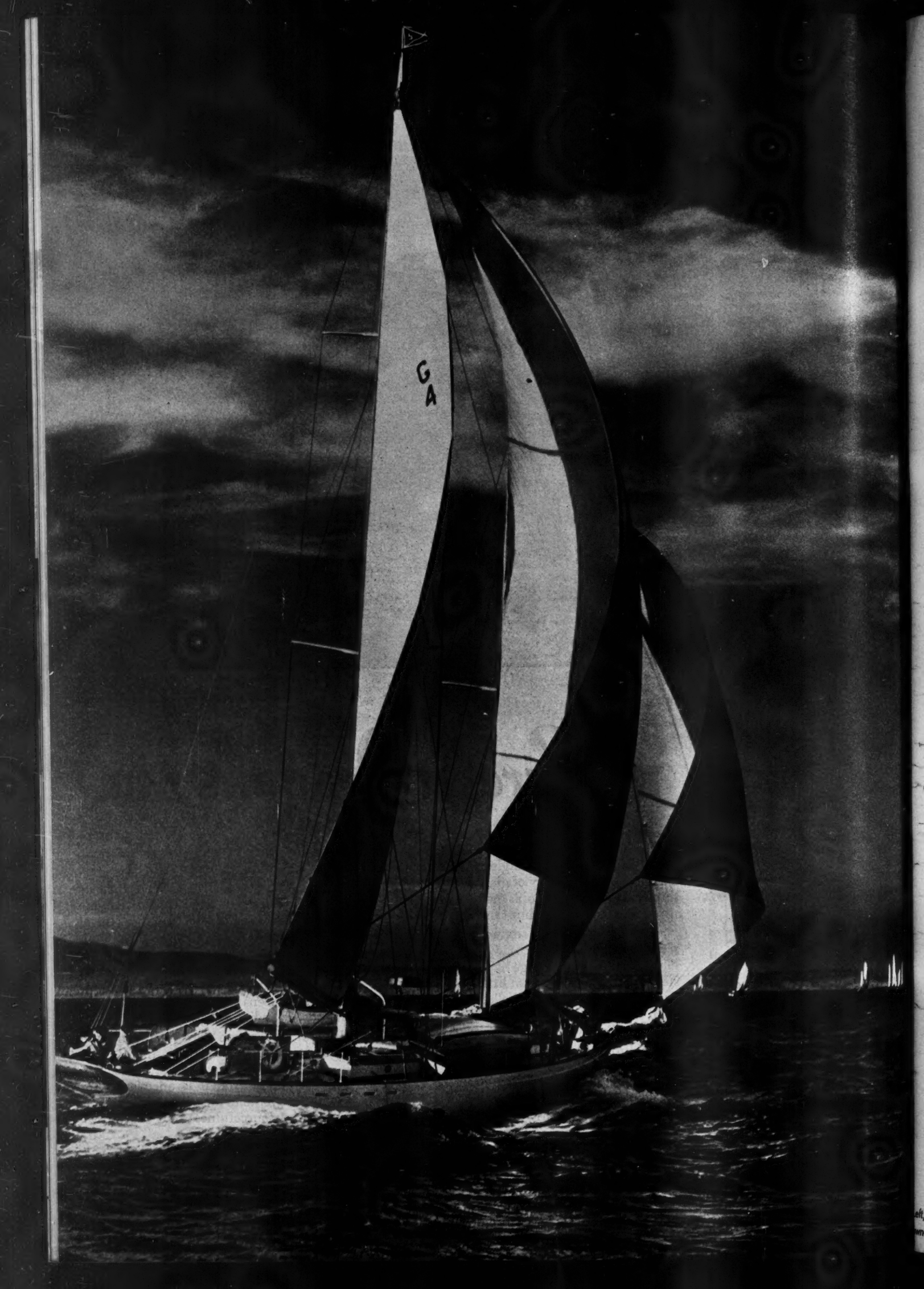
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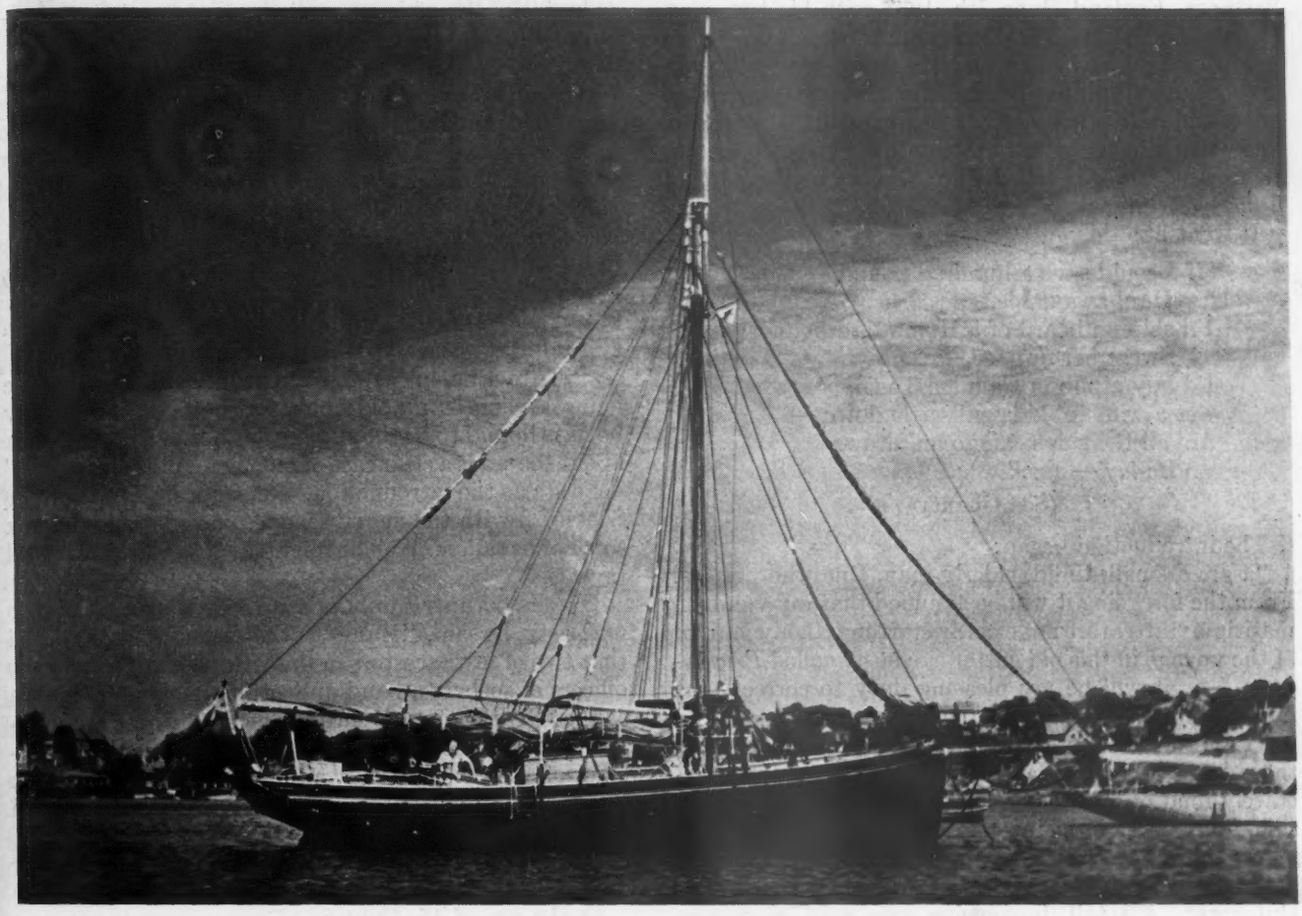
Volume LXXV APRIL + 1944 Number 4



"Frances" is a 52-foot Bristol Channel pilot cutter. "She was sturdy and with room enough to take us in comfort, speed and safety anywhere and return"

SAGA OF THE "FRANCES"

Of Her Voyage Across the Atlantic, and How She Came to be Without an Owner

By JAMES A. KELLEY

QUIETLY chafing at a dock at the museum of the Marine Historical Association at Mystic, Connecticut, her once bright paintwork dulled after four seasons in wet storage, her hull the home of barnacles, rides the 52-foot Bristol Channel pilot cutter, *Frances*. Frowsy after her long disuse, she is sadly in need of repair. Her mainmast, boom and off-center housing bowsprit are badly checked. Her standing and running rigging have long since parted and her seams have begun to open. In short, she's a sad old lady who has known better days and deserves a better future.

Her enforced idleness caused yachtsmen who had noticed her swinging forlornly at various moorings in Newport and Warren, R. I., and at East Greenwich Cove, to wonder who she was and what her history might be. That she is now at Mystic awaiting the generosity of American yachtsmen to put her once more in a seagoing condition, is through no fault of her own or of her owner, Commander Alec Morison, now at sea with His Majesty's Navy.

Her story is a long one, and my connection with it begins in the summer of 1939 at Gloucester. I had been taking photographs of William A. Robinson's *Swift* as she lay in the harbor. After photographing the *Swift*, I rowed for shore. It was then I noticed the *Frances*. She was flying the Union Jack. Upon rowing closer to inspect her I quickly saw that she had a white cat aboard; a white cat with a blue and a brown eye. Spotting me, she stepped down on the ship's ladder, as though wishing to be taken ashore. I called to her. A moment later a smallish man, with a pair of merry blue eyes set in a face of mahogany hue, popped out of the

aft, light sails are made for a day like this. "Tamalmar," a 56- foot schooner wned by Clara, Sally and John Swigart of Los Angeles. G. D. Beer Photo

companionway. On his head he sported a blue beret.

"Hello," he said, "want to come aboard?"

Thus began my friendship with Captain Morison and his son Denis. I learned that Captain Morison, a widower and a retired British Naval Commander, had left Brixham, England, June 7th, 1937 with his two sons, Colin, then aged 17, and Denis, 11. The trio were bound on a world cruise. When he left Gloucester for Boston harbor, a month later, he gave me a carbon copy of the introduction to a book he had begun about his cruise. It was written in the style of a man who liked to poke fun at himself, and was titled *Three Yo-hos and a Bottle of Rum*, by Whipjack.

It went like this:

"If I could save a hundred pound —
Haul away, Joe,
I'd ship on board of a Homeward bound,
Sweat her up, Joe —
I'd buy a pub in Camden Town,
Get a wife an' kids an' settle down —
An' all the ships can go an' drown
Be-*lay* — Joe."

(Sea Chanty)

The introduction began:

"I am a small, timid, elderly man. One who potters. From the foregoing it will be assumed that my views on maritime matters are not exactly startling. In my journal of the voyage in this old cutter (joyously called *Prickly-heat*) . . . it will be my pleasing duty to correct that impression.

"I am the senior of the three Yo-hos and the father of the other two and, although getting up in years, moderately fond of my creature comforts and my own fireside, I have been lured into the present saltwater punching expedition simply because of being impelled to eternal movement on the high seas like some rag-time Flying Dutchman. A small, inoffensive gray man, pottering about the watery wastes in a damnably uncomfortable small craft . . .

"A word about ancestry and the Whipjack family. The name is of Elizabethan origin — and the first known Whipjack was a freshwater mariner, or bogus seaman. A masterless man who was brought to public notice through wrecking his ship on Salisbury Plain. It will be seen, therefore, that as the senior surviving Whipjack I have great traditions to live up to.

"I want to debunk the idea that floating hayseeds like myself are the intrepid mariners they are popularly supposed to be. As a sweet old lady said to me in one of the West Indian islands, 'It must take a great deal of courage to cross the Atlantic in such a small craft, Captain Whipjack.' To which I replied, 'It does, dear lady — we buy it in bottles.'

"Now, we brave, eye-puckered, scrubbed hammock-faced hayseeds of the deep, whether single-fisted or three-fold purchased, who without batting an eyelid, face Father Neptune day and night in our frail shallops, our very lives hanging by a split ropeyarn, hurtling along through tempests, riding over (and taking pictures of) waves running mountains high, ever surrounded by the perils of barratry, bottomry, sandbanks, sheepshanks, granny knots, dunnage, demurrage, roughage, incapability, general debility, and Boston pork and beans, can still tell the world something it wants to know.

"'Write a book,' wrote one enthusiastic agent to me before sailing. 'Any old book, for, however bad it may be, it is bound to be the success it is not. . . . Any book about the sea is a clear case of money for old rope. . . .'"

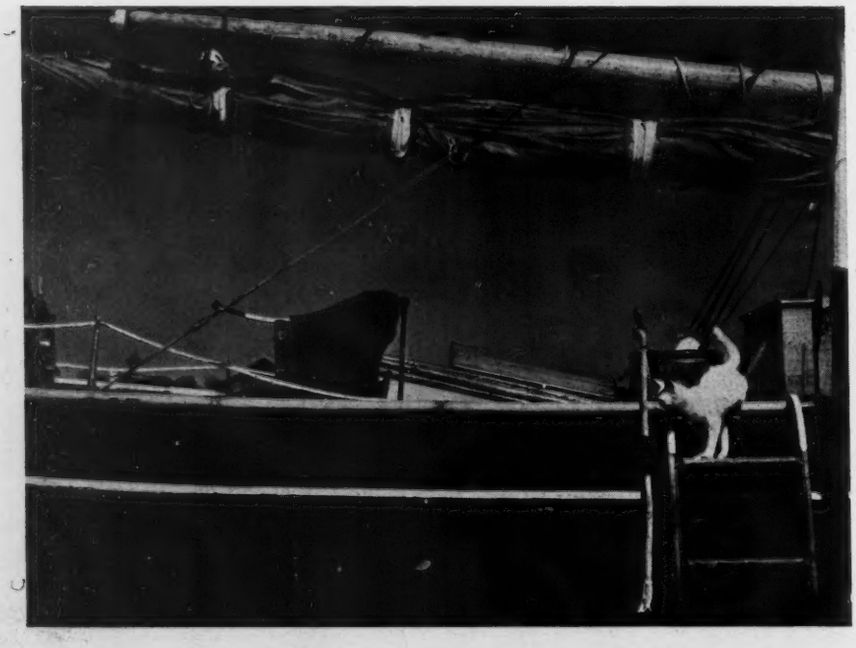
So starts the introduction. Yes, Captain Morison, the Scotsman with the merry tongue, knew how to debunk some of us sailors. Well he might, as the following record reveals.

He was born in Edinburgh in 1883. His only claim to notoriety, he said, "is due to the fact that it is alleged that two of my ancestors in the 'Kingdom of Fife,' were officers of sorts in a band of Scottish freebooters known as the 'Gentlemen Adventurers of Fife' whose main object at that time seems to have been to colonize the island of Lewis. The adventurers had poor luck on Lewis," said the Captain. "Hungry, hairy Hielandmen chased them to the mainland in no uncertain manner. So the Morisons had to wander back to Fife as best they could and they have been wandering ever since."

At the age of 15, Captain Morison went to sea as a cadet. He received his early training under canvas. He was appointed a midshipman in 1900 and served in various ships and vessels prior to the last war. During that war he served until 1916 as First Lieutenant of the destroyers *Defender*, and *Obdurate*, attached to the Battle Cruiser squadron. He commanded H.M.S. *Bluebell*, a Flower class sloop, from early 1917 until after the Armistice. The *Bluebell* belonged to a flotilla working out of Queenstown under the late Admiral Sir Lewis Bayly, who, in co-operation with the late Rear Admiral William S. Sims, USN, was responsible for the anti-submarine measures and convoy work on the Atlantic approaches to the coast of Ireland. This combined force was jocularly known as "Bayly's Atlantic Circus."

Following the war, he commanded the H.M.S. *Rock Sand* (sloop of the Racehorse class) in South Russian waters and off the coasts of Syria and Palestine, and H.M.S. *Anzac*. After serving as executive officer in the light cruiser *Weymouth* he was in command of the H.M.S. *Colne* from 1925 to 1927, being retired in the latter year.

Those facts I gleaned from him shortly before he sailed from Gloucester to South Boston,



"I rowed closer to inspect her and it was then that I saw she had a white cat aboard. Spotting me, she stepped down on the ship's ladder, as though wishing to be taken ashore"

Typical of her type, "Frances" has high bulwarks, broad decks, and a ridiculously small cockpit

back in 1939. It was while the *Frances* was being provisioned for a cruise to Bermuda that I learned the story of his voyage from Brixham, England, and why he was cruising around the world.

"It was like this," he said, sipping one of his own private concoctions as we sat in smart wicker chairs on the deck of the spotless *Frances*. "I had been ashore for some time. I began to feel too much like a bloody landlubber. I couldn't forget the sea, try as I might. Soon I found myself haunting the yacht brokers for a boat seaworthy enough to cruise most anyplace."

He paused to watch a fleet of Indian Class boats racing to windward. Then he continued, and I will let him tell his story in his own words.

\+ + +

I looked for months and months. Finally, one day, I came upon the *Frances*. She was just what I wanted. Sturdy and with room enough to take us in comfort, speed and safety anywhere and return. I bought her, then set about making ready for the cruise. We went through the trying experience of outfitting her. Charts had to be collected. Provisions brought aboard — clothing, gear, permits. But the days, weeks and months slipped by and at long last came the day for casting off on the grand adventure.

Friends presented us with gifts and wished us a happy voyage. It was June 7th, 1937. Once out of the harbor, with our friends mere specks in the distance, we set about laying out a course for Spain.

I was happy to feel the rolling motion of a sailing craft under my feet once more. As for Denis, he was like a chap out of school, until we ran into some bad weather. We had fog, rain and wind for nearly two weeks, until I began to wonder if perhaps there wasn't some kind of a jinx aboard. But like all things, the weather finally cleared. Denis got his sea legs. Colin liked the life and was soon enjoying himself immensely.

We picked up the coast of Spain but decided not to visit a Spanish port because of the civil war then going on. Besides, at that time, those were not healthy waters for a craft flying the Union Jack, so we kept on for Africa. Our little ship bowled along with fair winds and under sunny skies as though happy to plow other waters than the Bristol Channel. We soon acquired healthy coats of tan and tremendous appetites. By the time we let go the anchor in Funchal, Madeira, we learned that the *Frances* needed to be careened to have her bottom scrubbed and to have a coat of white paint for the tropics.

We stayed in friendly Funchal until Sept. 28th. The weather continued fine as we headed for the Salvage Islands, 200 miles southeast of Madeira. The passage was fairly uneventful except for four days spent in bucking head winds. Colin proved a good sailor, taking to water like dry ground to a shower. Finally, the scudding clouds blew themselves into some other part of the ocean and Denis, recovered from seasickness, reappeared on deck. Perhaps he could smell the land. We were soon in port where we took life easy, spending our time fishing and taking long hikes.

Our next port of call was to be Tenerife, in the Canary group, but as we neared those islands we picked up a broadcast telling us that the civil war was still going on. Because of the news, we decided not to land there but to continue on in the track of Columbus. That night I broke out a bottle of Madeira wine and we toasted each other for a successful crossing of the Atlantic to Barbados.

Our passage across was to take us 27 days, landfall to landfall. It was a yachtsman's dream. Fair winds, fair weather, a pleasant sort of life in which we hung in a sort of void, a little apart from this world. We sighted only a few ships. The nights became cooler. The stars hung so low in the sky that Denis often remarked he was going to pluck one for a souvenir. We would often sit together and spin yarns. I guess we were really happy and began to wish we could go on like this forever.

The fine weather continued until at last we yearned for rain, which we needed badly. Once, despairing of rain, we decided to use the blue ocean for a bathtub. We changed our minds, however, when some fins cut the water. Sharks! Then we got another idea. Why not a sea anchor for a bathtub? In a jiffy we rigged it over the taffrail, cone downward. It made a nice tub, and provided

(Continued on page 86)

Commander Morison describes himself as a "small, inoffensive gray man, pottering about the watery wastes in damnably uncomfortable small craft"

LOTS OF YACHTS IN THE WOODS

On the Basis of Present Findings, No Post-War Shortage of Boatbuilding Wood Is Anticipated

By ROBERT TURNER

WOOD is the primary material of that ancient craft, boatbuilding. Like many another artisan and manufacturer, the boatbuilder may well be wondering: "After the war, what? Will there be enough of *my* kinds of wood? Must I look for substitutes? Will there be revolutionary changes in methods of processing wood that will force me to revise my system of operation and invest in expensive equipment?"

Questioning a representative list of boatbuilders, naval architects, government wood experts, lumber importers, foresters, and wood technicians, reveals many conflicting opinions but results in a net finding that: (1) no immediate shortages are to be feared; (2) if such shortages do occur in the future, they will cause no hardship, because adequate substitutes are available; (3) post-war developments will be directed more toward the conservation and more efficient use of wood than toward its elimination or replacement.

Despite the inroads the demands of war have made in our timber reserves, the builder may plan to use the species and quantities of wood he has been accustomed to using. This conclusion is based on a comparison of present stands of timber and the average cut over a ten-year period. It is to be hoped that species new to the industry will be introduced to augment the supply and that improved techniques and treating methods, born of war, will effect substantial economies; but those may be counted as "velvet."

One authority suggests plenty of marine woods will be available but that they will cost more, because of increased transportation. He declares that in the present war emergency, easily reached timber is being cut and that later we shall have to go deeper into the woods for choice trees. A War Production Board official predicts a heavy export demand for softwoods which may affect the supply for boatbuilding. Large quantities of construction lumber, he thinks, will be needed in the West Indies, South America, and the South Pacific. The foreign call for hardwoods will not be so great but there will be a heavy domestic demand in the home building field.

American Forest Products Industries

A mighty stand of Douglas firs such as these tends to dispel the fears of those who worry about a post-war timber shortage

In considering the future supply of marine lumber it is well to study the kinds and volumes consumed in the past. The following figures, compiled by the U. S. Forest Service, show in board feet the quantities of the principal species used for boat and ship building in 1940, a fairly representative, peacetime year:

Native Softwoods

Douglas Fir	25,333,000
Southern Yellow Pine	19,487,000
Western Red Cedar	4,343,000
Spruce	3,547,000
White Pine (Northern, Western and Sugar)	3,419,000
Cypress	3,362,000
White Cedar	1,244,000
Ponderosa Pine	905,000
Redwood	292,000
Port Orford Cedar	261,000

Native Hardwoods

Oak	15,451,000
Ash	3,404,000
Maple	425,000

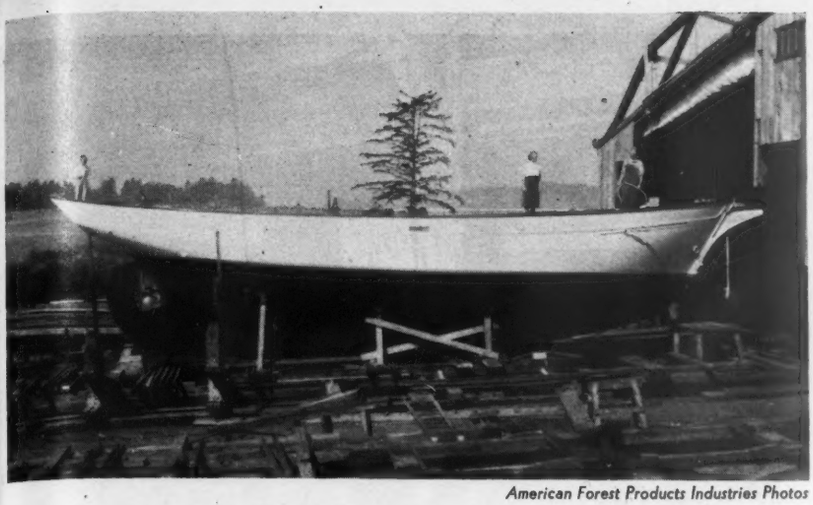
Foreign Woods

Philippine Mahogany	4,380,000
Mahogany (including *Khaya*)	2,482,000
Teak	579,000
Other foreign woods	289,000

The ship and boat industry took about 90,000,000 board feet of lumber in 1940, ranking 11th in volume among the lumber-using industries that year.

Some alarm has been expressed about the future supply of white cedar, since stands of this fine tree are extremely limited. The principal source is the Dismal Swamp of Virginia and North Carolina, with scattered stands in western Florida and along the Atlantic Coast as far west as Mobile River, Alabama. One of white cedar's greatest virtues as boat material is that it has a sap ring only one inch deep or, to put it the other way, the tree is mostly heartwood. The cells of sapwood are active and absorbent, while those of heartwood are inert and water-repellent. A good white cedar tree, therefore, yields an extremely high percentage of first class marine lumber.

One of the largest suppliers of white cedar estimates that there are 100,000,000 board feet of standing timber



American Forest Products Industries Photos

The completed hull of the 52-foot "Pagan" just before she was launched from the ways of the Astoria Marine Construction Co. The hull contains 5,000 feet of Wolmanized Douglas fir

in the Dismal Swamp and vicinity, all accessible and of merchantable size and he expects no immediate shortage unless an extraordinary demand occurs. If the demand during the next twelve years averages what it has in the past (note that the marine industry took about a million-and-a-quarter feet in 1940) he anticipates no trouble in supplying adequate, choice boat stock for at least that period. He reports that his firm is holding in reserve, to be made available to boatbuilders when and if white cedar becomes scarce, a large stand of red cedar in the Dominican Republic. This wood, he claims, is similar in qualities to white cedar and should be excellent for marine work. It has a grain resembling mahogany, is durable and as strong and water-repellent as white cedar. Having few knots, it yields fine, clear lumber.

Taking the gloomiest view of the future white cedar supply, a number of possible, eventual substitutes have been suggested. One builder states that western red cedar can be satisfactorily substituted for white. It is a durable wood, resistant to decay and moisture, light in weight, and low in shrinkage. It is stiffer than white cedar. There are about 12,000,000,000 board feet of western red cedar standing. Its use has been increasing, and it now ranks fifth in volume among marine woods.

Port Orford cedar could also be used in place of white cedar, but it is softer, somewhat stringier, and heavier. The supply of that wood is not unlimited. However, this tree grows in a limited area of western Oregon and there are probably about 812,000,000 board feet now standing. Redwood is another possible substitute. It has low shrinkage, high decay resistance, and its strength qualities are higher than those of some of the woods now more widely used. One boatman reports that he has found redwood satisfactory for decking, but that it has a tendency to split and the fastenings loosen when the wood is wet. The amount of this material is ample for some time to come.

Boatbuilders are probably more concerned about the white oak supply than about that of any other species. They seem to feel that there is no substitute for white oak. Good bending stock will be hard to get, war or no war; it always has been, and its history is as old as the history of seafaring. One successful builder believes that southern yellow pine can be used in place of oak for everything except bent members, in engine beds and shaft log. He suggests yellow pine keel, transom, and stern post (traditionally oak) in conjunction with oak frames.

Some students of naval architecture predict that the marine industry will go in for lamination in a big way and think that well-laminated oak parts are superior in many ways to solid. In short, while there might be a shortage in larger, solid pieces, facilities now building for lamination will eliminate any scarcity of timbers.

There are standing about 8,000,000,000 feet of ash, largely used for gunwales, oars, gratings and trim, and no shortage is foreseen. Cypress and Douglas fir are available in adequate quantities.

As to foreign woods, one of the leading importers declares that there is no reason to expect any shortages in mahogany, Philippine mahogany, or teak after the war. Shortages in these and other imported woods are not seriously feared by most authorities. The only "if" qualifying that opinion being possible transportation difficulties. A minority opinion forecasts a *temporary* shortage of mahogany immediately after the close of the war, and even expects to see it rationed. This is based on the supposition that the furniture industry will bid against the boat industry and will make heavy demands on the first stocks. Followers of this school of thought, however, predict adequate supplies of Philippine mahogany. While twice as much true mahogany is brought into this country as Philippine, the boat industry uses twice as much of the latter as of the former. True mahogany, "frozen" at present, comes from South and Central America and from the Gold Coast and Ivory Coast of Africa, the African variety being known in the trade as *khaya;* the American, as *swietenia.*

Tanguile, the species of Philippine mahogany most generally preferred for boat work (*red lauan* is second) produces logs up to 90 feet in length. Lengths of 40 feet in 1¼-inch planking are common, one excellent reason why this wood is endeared to yacht builders. However, most consider true mahogany the best for boat construction. Used for planking on expensive craft, it is generally harder, more durable, better grained, and takes a better finish. It has the slight disadvantage of coming in shorter lengths, 16–17 feet as compared to 20–40 in the Philippine variety.

Philippine mahogany should be plentiful, depending somewhat on what the Japs do to the forests. However, the stands are so great that, even should the Japs apply the "scorched earth" policy to the islands, they could destroy no appreciable part of the forests. Fires are almost unknown in damp, tropical forests.

"Evening Star," a 50-foot cruiser built for M. B. Henderson. Built on the West Coast, much of the wood for her construction came from areas west of the Rockies

Signs of the times. A laminated keel, using phenol resin glues, and not requiring fastenings, which was constructed for the Navy by government agencies and private industry working in collaboration

Gamble Brothers

The principal sources of teak are Burma and Siam. While all the forests are not in Japanese hands, the shipping points (Rangoon and Bangkok) are, so teak is out for the duration. The Burmese forests are all British Government-controlled and logging is by license. How long it will be after the war before teak supplies begin to reach this country again is problematical.

Many botanists and foresters believe that South and Central American woods, seldom used in boatbuilding, will be introduced when they have been properly studied and tested. An adequate experience record is lacking on such woods and additional information will have to be obtained before they are generally accepted by the industry. There is, for instance, a Brazilian tree, *jequitibá*, which closely approximates mahogany but which has never been commercially exploited because of transportation difficulties. *Albarco*, a closely related species, of which there is a plentiful supply in Colombia, has been used as a substitute for mahogany.

Central America is virtually an unknown world so far as its timber resources are concerned. It is known that there are woods of excellent properties there but they have not been thoroughly studied and exploited, because of the difficulty of bringing them to market. They are close enough to our markets to be economically accessible now that the Pan-American Highway is making them physically accessible. A forester who has been working on the Highway reports that in Costa Rica it cuts through a large stand of white oaks which grow up to seven feet in diameter. Preliminary tests of this wood have shown it to be equivalent to our own variety in many of the most desirable properties and characteristics.

Another possible material for boatbuilding is Spanish cedar (*cedrilla*), large stands of which are growing in Central America, many along the route of the Pan-American Highway. There are several types of this wood which have not been adequately tested for strength, although they are known to be highly resistant to rot. In Central America it is traditionally used for planking and decking. Large stands of mahogany in Guatemala have recently been made accessible to the American market through an agreement whereby the timber can be brought out through British Honduras.

To revert to the matter of white oak bending stock, the answer to the supply problem rests not so much in the forests as in the perfection of better methods for processing the wood to gain more use from each harvested tree. Probably the most important development in boatbuilding since man learned to bend oak, and one which will have a great effect in conserving our reserves of white oak, is glue lamination of timbers.

The idea of gluing small sections of wood into a solid unit to form a stem, keel, and sternpost was unheard of up until some ten years ago. It was then that Frank Pembroke Huckins employed the principle of the laminated keel in the construction of his "Fairform Flyers." Today, these built-up keels are more common. They are now standing the gaff in one of the toughest proving grounds in which a boat has ever been tested, Uncle Sam's Navy at war. Exhaustive tests have demonstrated that these glued keels are four times stronger in bending and eight times stiffer in deflection than solid, scarfed timbers. Within the past year a laminated keel using phenol resin glues, and not requiring the use of bolts or nails, was constructed for the Navy in a Louisville, Ky. "pilot" plant by

(Continued on page 106)

Press Association

American Forest Products

Riveting the copper fastenings of a small wooden boat at the Philadelphia Navy Yard. Right, a wooden life boat being built for the Coast Guard

Below, one of the ways in which plywood will be employed in the building of the post-war yacht is foreshadowed in the hull construction of these plywood life boat hulls

Three Lions Photo

The waterfront at Willemstad, Curacao, with vessels of the coasting fleet tied up along the quay. A Dutch island, Willemstad might be a little bit of Holland

CARIBBEAN CRUISING

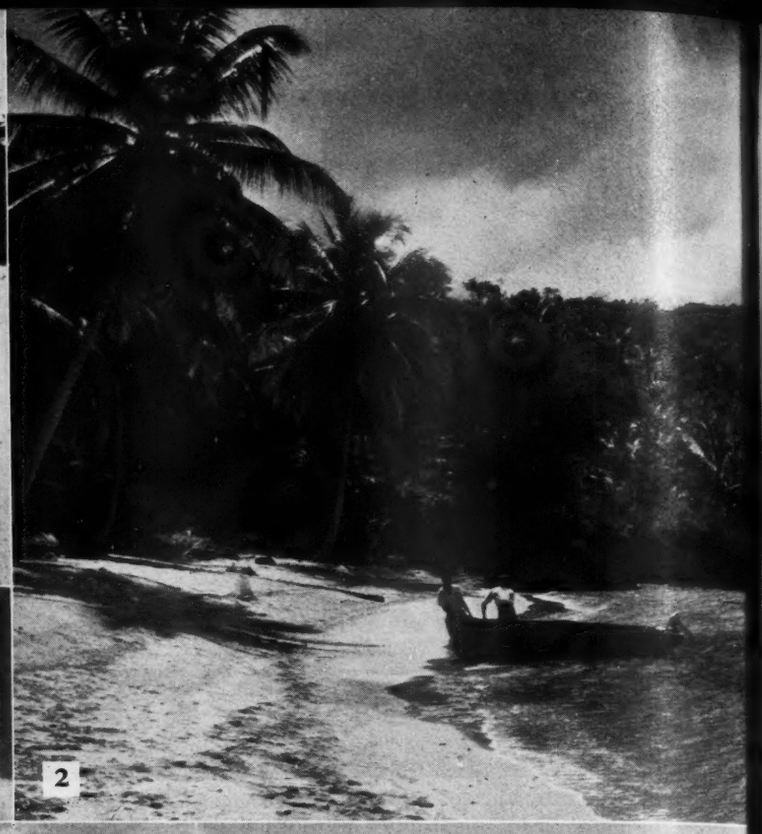
By Way of the Fascinating Bays, Cays, and Islands of Cuba and Jamaica

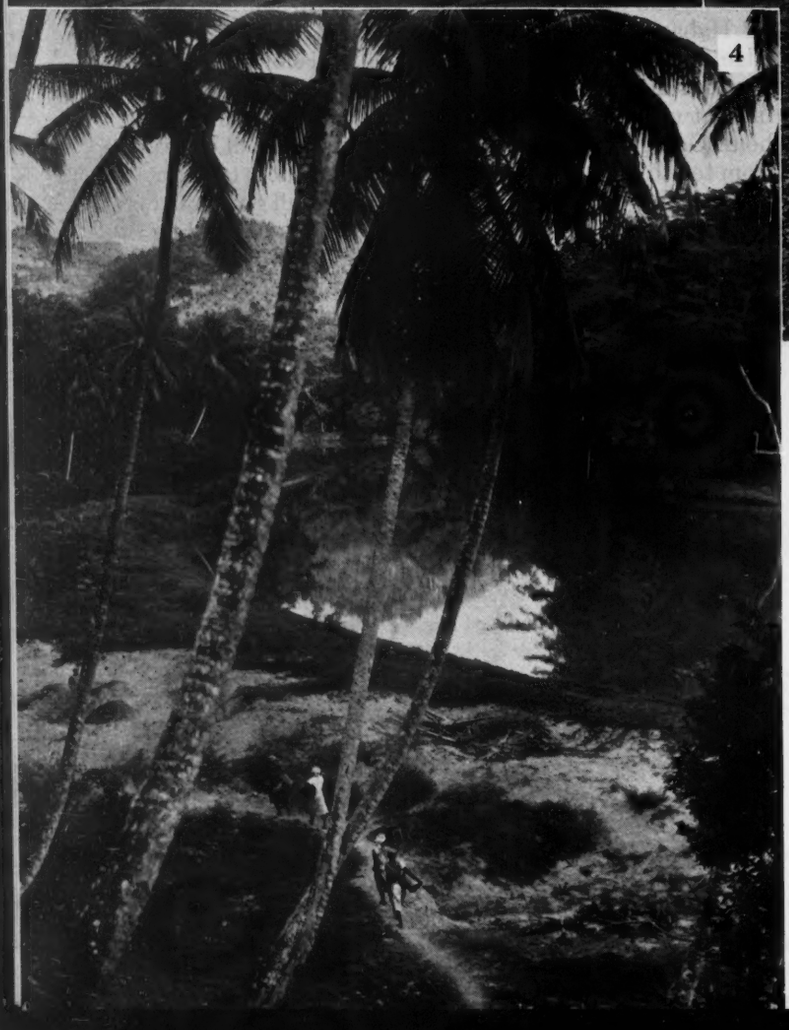
By COERT duBOIS

AMERICAN yachtsmen, when sailing to Cuba, usually do so in a St. Petersburg-Habana race or stop by at Habana on their way up from the Caribbean en route to the States. Yet both the north coast and the south coast of Cuba offer the finest kind of cruising, with more variety, perhaps, than any other single West Indian island. There are the bluff shores and mountains of the eastern end, the fascinating maze of cays with lagoons and channels between their outer line and the coast, and the beautiful deepwater bays that reach well inland at either end of the island. Their names make me homesick for my old 51-foot, ketch-rigged "hooker" which has poked her spoon bow into many of these waters — Cabañas Bay, Mariel, Bahia Honda, Varadero Spit, Cruz del Padre Cay, Saguanea Bay, and the Isle of Pines.

From Cardenas Bay westward to and around Cape San Antonio there are two forces which govern your sailing — "El Corriente," as the Cubans call the Gulf Stream, and the Trade Winds. On a typical summer day off Habana, the Stream will be running eastward. Its edge, which is indicated by swirls and a color of deeper blue, is some two miles off shore. The wind will be blowing out of the ENE at from fifteen to twenty miles an hour. Going to the eastward, you run straight out to sea from ten to twelve miles and then take the port tack for a long board down the coast. The Stream will give you a boost of one and one-half to two knots, and you will be surprised how far you can get to windward in a day's sailing if you are careful to stay within its confines. Going down the coast to the westward, you hug the shore almost to spitting distance and thereby get a half a knot to maybe a knot out of the counter current. All you need do is to wing out your main and mizzen, "orejos de burro" or donkey's ears, and run before the good old Trade.

[Under the title *Why Not Try The West Indies?* three articles in the January, February and March issues described the eastern sections of the colorful cruising waters of the West Indies. In that series, Herbert L. Stone discussed the nautical characteristics of the Windward, Leeward and Virgin Islands, down to Trinidad and along the South American coast to the Dutch island of Curacao. From there, one can jump across the Caribbean to San Domingo and Haiti or to the east end of Jamaica. But there may be some who will want to cruise the Greater Antilles from Florida or Nassau direct. Herein an American yachtsman who has cruised extensively through the Caribbean gives his own *Coast Pilot* for the waters of Cuba and Jamaica. — *Ed.*]



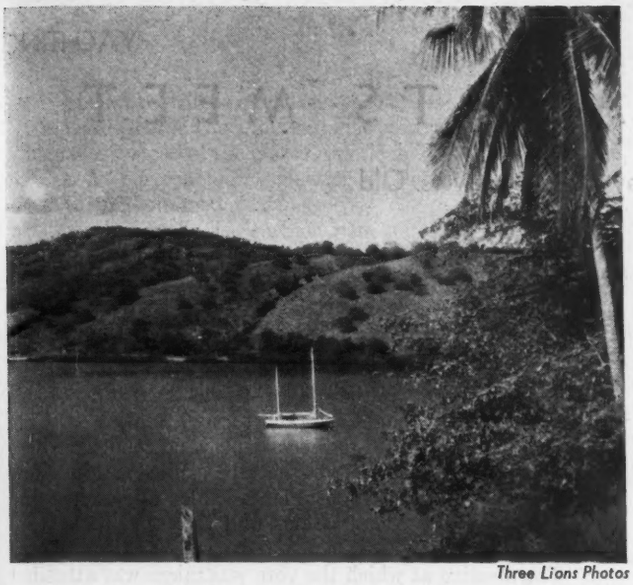


CARIBBEAN CHARM

Both the north and the south coasts of Jamaica, with their numerous harbors and coves, have much to attract the cruising yachtsman

1. *At Negril Bay, on the west coast of the island, is a five-mile stretch of white sand beach without a house on it.*
2. *Landing for a walk ashore on a strip of semi-tropical beach ten miles west of Montego Bay*
3. *A street of Kingston, the capital and largest city of Jamaica.*
4. *Bog Walk, near Kingston, gives a glimpse of typical Jamaican coastal scenery — palms, dense foliage and shaded pools.*
5. *At a Jamaican banana port, with natives loading the fruit onto barges which take them out to waiting ships*

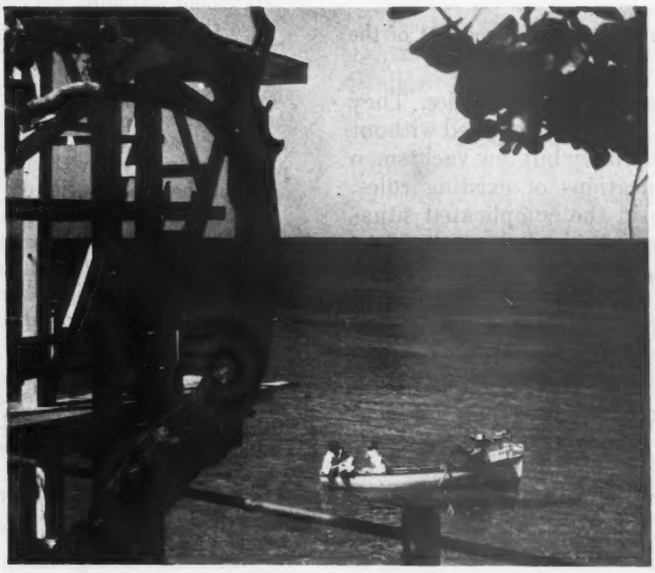
Photos by Coert duBois, Three Lions and Roy Pinney



Three Lions Photos

Mosquito Cove, Jamaica, is an attractive little bay, with other small coves and harbors nearby. The motor sailer "Cheerio Too" at anchor

Cabañas Bay, one of Cuba's loveliest, is an easy day's sail either from Habana or from the mouth of Almendares River, where we local residents had our moorings. Here one enters a narrow channel by lining up the hill over the entrance with the "Pan de Cabañas," the hill inland that looks like a long loaf of Cuban bread. Just inside, the bay fingers out into a series of inlets and coves bordered by sugar cane fields and royal palms, and encloses islets which are fascinating spots to anchor under. If the islands are mangrove covered, however, you will discover (if you didn't already know it), that mosquitos can travel at least a mile down a very light wind! On to the westward, passing Bahia Honda and Gobernadora Light, one comes to the Bajos Colorados, or barrier reef, that stretches along the coast of Cuba as much as ten miles off shore, and encloses one of the finest cruising grounds in this part of the Caribbean.



The blue Caribbean as seen from the grounds of the Casa Blanca Hotel, Montego Bay, Jamaica

The eastern end of this stretch contains many cays and islands, and is a popular week-end resort for Habana yachtsmen. Passes in the barrier reef are few and far between, are not well marked, and the channels between the cays inside are very tricky. With a boat drawing anything over a fathom, it would be difficult to negotiate the intricate channel known as "The Boquerons." This is the shallowest part of the run from Passa Mulata — the easternmost break in the Bajos — to the Gulf of Guanacabibe, which is the wide stretch of protected water at the extreme western tip of the island. It is a strange sight to come coasting down through the rippled, green waters of this Gulf and to look seaward beyond a line of dazzling white breakers and see a boiling Gulf Stream sea with its white-topped, deep blue rollers.

Just around Cape San Antonio, the west point of Cuba, is the Bahia de Corrientes, which is one of the best places to avoid that I know. There the whole Caribbean Current is trying to crowd through the Yucatan Channel, and this Bay is its natural vortex. It has been reamed out to a tremendous depth and has only one lousy, little anchorage on a quarter-mile wide shelf off a rocky shore. When you get around San Antonio, go on to Cape Frances if you possibly can, where you will find a good lee and all the three-fathom water you want over a nice, sand bottom.

The whole stretch from Cape Frances eastward to the Gulf of Cazones is a shallow shelf dotted with mangrove cays and banks, with the Isle of Pines sitting on the outside or southern edge of it. It is not worth fooling about in except for Batabanó, which is located at the head of the Gulf of that name. Here there is a fish icing plant where the south coast fishermen deliver their catch for the Habana market. When a well-boat comes in from the San Felipe Cays or thereabouts, the fish are transferred from the well to a small boat alongside with a dip net. A lot of them fall overboard and are pounced upon by hundreds and hundreds of tarpon. I never saw so many tarpon in one place. We used to wait for a fishing boat to come in and then fish off her decks. We would get thirty strikes in an hour and maybe boat as many as three fish. The excitement of all concerned, both men and fish, was something to give one's blood pressure a real boost.

They say the Bahia Cochinos, just before you get to Cienfuegos, is a marvelous fishing ground and a good place to put into for a couple of days. It is a deepwater bay five or six miles wide and running inland some fifteen miles. A friend of mine who camped in there for a week or so in a power cruiser said it was lovely country and that he got more kingfish, Spanish mackerel, dolphin, bonita, and other deep water fish than at any other place around the

(Continued on page 114)

The narrow entrance to the oil harbor at Willemstad, Curacao, where the tankers dock

WHEN TWO YACHTS MEET

Fundamental Right of Way Rules — New *vs.* Old

By HAROLD S. VANDERBILT

I HAVE a purpose in writing these articles. It is to have the North American Yacht Racing Union and, if possible, the Yacht Racing Association (representing the British Empire and Europe) adopt: (a) the four Fundamental Right of Way Rules quoted below to replace the seven existing ones; and (b) a new supplemental rule structure to cover all other meeting positions of two yachts. The four Fundamental Rules I advocate are —

1. If two yachts are on opposite tacks, the port tack yacht shall keep out of the way.
2. If two yachts on the same tack are clear ahead and clear astern, the yacht clear astern shall keep out of the way.
3. If two yachts on the same tack overlap, the windward yacht shall keep out of the way.
4. A yacht, while tacking or jibing, shall keep out of the way of a yacht on a tack.

The racing yachtsman needs these four rules. They are simple and unmistakable and can be applied without hesitation in an exciting race. Today but few yachtsmen have digested all the ramifications of existing rules. Even fewer can apply them in the complicated situations that frequently arise and require instant decision.

While I appreciate the difficulty of changing rules during the present emergency, I hope that rule committees will study the principles hereinafter set forth with a view to the adoption of the four Fundamental Rules at the earliest possible date. I also hope that yachtsmen who may be (or may have been) convinced of the soundness of the new rules will use their influence to that end. I say "may have been convinced," because the changes which I advocate (incorporated into a new set of Right of Way Rules) have been exhaustively tested throughout three racing seasons and have met with unanimous acclaim by all yachtsmen who have sailed under them.

When we are asked to consider whether we should substitute a new set of rules for an old set, one of the first questions we should ask is whether the new set has been tested under actual racing conditions and, if so, with what success. The adoption or rejection of the new set of rules should depend more on the answer to these questions than on any arguments that can be advanced in their favor. "The proof of the pudding is in the eating."

Results of New Rule Tests

The new rules have been used exclusively by the Lake George Yacht Club during the 1941, 1942 and 1943 seasons, and by the Cincinnati Sailing Club during the 1942 and 1943 seasons. They have also been used extensively in Havana. They have met with unanimous approval by those who have sailed under them. I quote a few excerpts from letters.

Dr. W. P. Barnes, Chairman of the Race Committee of the Cincinnati Sailing Club, wrote me in reference to his 1942 racing season, on June 4, 1942:

"It has been quite a struggle to get all the members, especially the older ones, to acquiesce to using the new rules. Your book *On the Wind's Highway* was a great help in developing arguments in their favor. It was the reading of this book which first brought the rules to my attention.

"They are well suited to the variable wind conditions here on the river inasmuch as you may be sailing within a few seconds from a broad reach to close-hauled all on the same leg. The resulting complications under the old rules were very puzzling.

"The meeting at which the vote was taken was attended by Dr. Wilson who had lived in Cuba. He had raced under your rules at Havana and reported them to be so satisfactory that they were rapidly spreading in popularity. His favorable statement no doubt influenced several members to vote yes. Also the reading of the letter from Mr. Pitcairn, of Philadelphia, praising the rules, was highly instrumental."

On May 22, 1943, Dr. Barnes wrote me:

"We had a total of fourteen races involving anywhere from seven to twelve boats, mainly Lightnings and Comets.

"At the season's end only one protest having to do with right of way was filed and this, dealing with luffing privileges, was settled by the two parties concerned reviewing the rules and agreeing as to the blame. One of the chief advantages of your rules comes right here. Both parties can review the rules and come to agreement as to who was right or wrong without having to resort to a committee decision as to what the rules really intend.

"We plan to race this summer again using the Vanderbilt rules. As in every other club the war may make this impossible, but we have high hopes."

On February 9, 1944, Dr. Barnes wrote me in reference to the 1943 racing season at Cincinnati:

"The 1943 racing season at Cincinnati was carried out despite bad weather, high water, lack of gasoline and the seven-day week at the defense plants. A total of fourteen races were held with six to ten entries, mainly Lightnings and Comets. As in 1942, the Vanderbilt rules were used and no protests were filed with the Race Committee, the skippers agreeing as to the one in the wrong, after a discussion of the rules. One right of way violation was a clear cut case of port and starboard tack, which might have caused trouble since it occurred on a day with hard, shifty and gusty winds when it would have been difficult to say whether or not the starboard tack boat was really close-hauled. Under the old rules there could have been an argument on this point, but not under the new rules, as the starboard tack boat always has right of way.

"That the new rules were successful was proven by the fact that the Race Committee has not had to act on any protests dealing with right of way privileges in the last two years. The reason for this has been the skippers involved checked back on the rules and were able to decide who was in the wrong without having recourse to the Race Committee. With the old rules this happy situation did not always exist."

Commodore Harold F. Pitcairn, of the Lake George Yacht Club, wrote a letter to the Editor of YACHTING (published in this magazine in the fall of 1941), in reference to the 1941 season on Lake George, from which I quote:

Author's Note. This article covers only the fundamental rules of right of way, such as the Overtaking, Converging and Starboard Tack rules. An article in the May number of YACHTING *will cover all supplemental rules, such as Luffing, Bearing Away and Rounding Marks.*

"I believe it will be of interest to your readers to know that the Lake George Club this summer used the Vanderbilt racing rules instead of the North American Yacht Racing Union rules. At our concluding meeting we voted unanimously to use them again next year.

"We had four classes which were composed of the following types of boats: eight Sound Interclubs, six Stars, eight Cape Cod Knockabouts, and three Lightnings. Except for two days when there was no wind, we raced every Saturday and Sunday from June 20th to September 7th inclusive.

"In our opinion the N.A.Y.R.U. rules are too complicated to understand without a great deal of study in combination with considerable experience in racing. While this is particularly true of beginners, it also applies to those who have raced for some time. Since the purpose of racing is to cross the finish line first and have a good time in doing it, it is unfortunate that one has to keep in mind complicated legal problems while concentrating on tactics and trying to get the best speed out of one's boat.

"Mr. Vanderbilt's rules have the decided advantage of being easier to understand, easier to remember, and easier to interpret. But even more important, they remove, to a very great extent, guesswork as to exactly what the situation is.

"For example: under the N.A.Y.R.U. rules it is a matter of guesswork for either skipper to know when the leeward boat has luffed the windward boat until the bow of the leeward boat can no longer hit the windward boat forward of the main shrouds. On the other hand, under the Vanderbilt rules it is easy for the skipper of the windward boat to determine when the 'mast in line' condition exists.

"Mr. Vanderbilt's revised definition of 'overlap' removes most of the difficulty (and it is considerable) that is involved in the N.A.Y.R.U. definition of 'within risk of collision.'

"Giving a starboard boat, while sailing free, the right of way over a port tack boat which is close-hauled, not only eliminates the need, at times, for the skipper of the starboard boat to do some mind reading, but also simplifies the rules.

"Mr. Vanderbilt's handling of the difficult question of 'barging' at the start is a great improvement on the 'nearly the same course' difficulties presented by the N.A.Y.R.U. rules."

Commodore Pitcairn wrote me at the conclusion of the 1942 season of racing under my rules —

"You may be interested to know that we have had very few protests in this summer's racing, and that all have been settled before they reached the Protest Committee."

Commodore Pitcairn wrote me in regard to the 1943 season on Lake George —

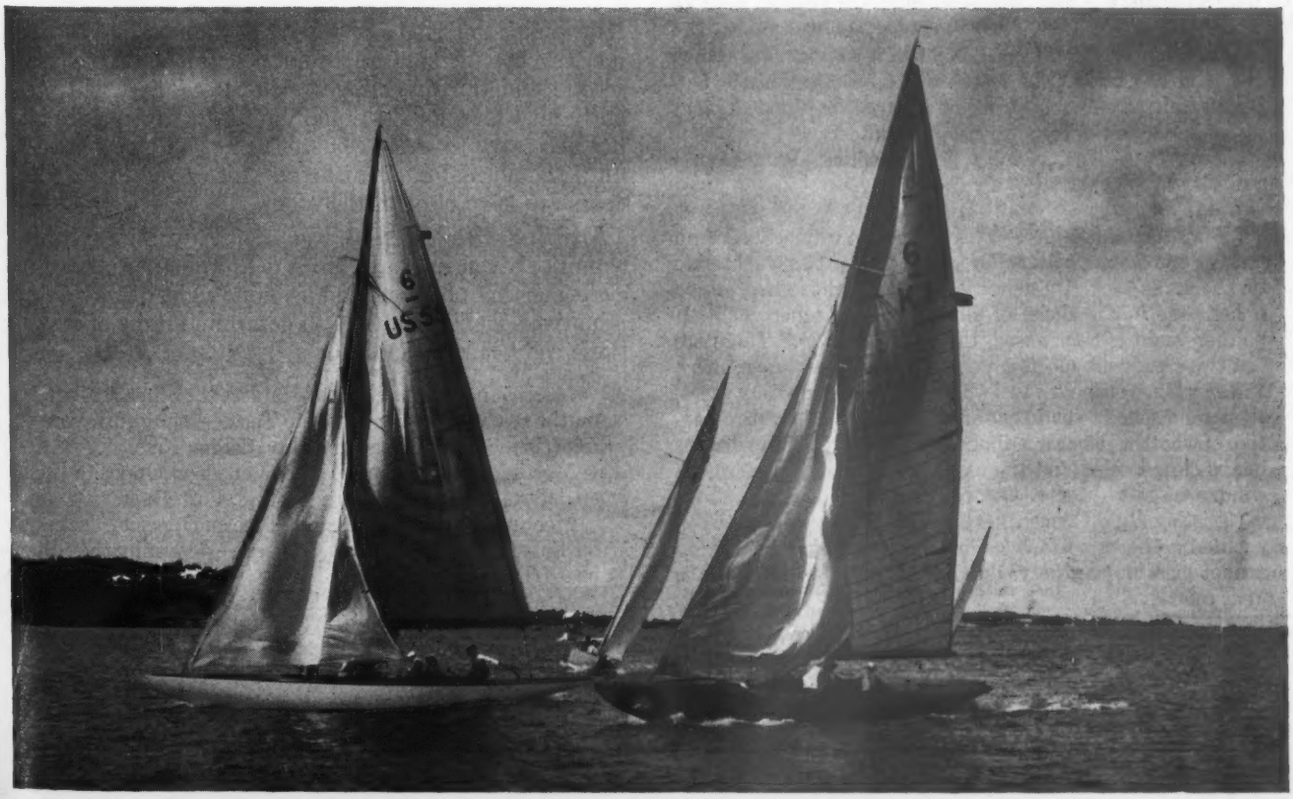
"On account of gasoline rationing making it impossible for more than spotty attendance, we were unable to hold any formal races at the Lake George Club in the summer of 1943. However, a number of informal races were held by the few of us who were able to sail from time to time. So far as I am aware, no 'legal' controversies arose between any of the participants. At the Lake George Club we now race exclusively under your rules, and this no doubt accounts in part at least for the happy results, although the boats were few and the races spotty."

I would like to state, in ending this attempted eulogy of the new rules, that I have never had the pleasure of meeting either Dr. Barnes or Commodore Pitcairn, or of witnessing a race on Lake George or at Cincinnati, or of attending a gathering of skippers in either locality. In other words, the new rules have had to make their own way, relying entirely on their own merit.

History of New Rules

I drafted what, for want of a better name, I call the new rules in the autumn and winter of 1935, with the assistance of the late Philip J. Roosevelt, then President of the North American Yacht Racing Union, the late Van S. Merle-Smith, then President of the Yacht Racing Association of Long Island Sound, and Henry H. Anderson, then a member of the Race Committee of the Seawanhaka Corinthian Yacht Club. They were issued in pamphlet form in June 1936 and circulated among a number of prominent yachtsmen. Certain changes were made as a result of suggestions received, and a second draft was published in 1939 in the last part of my book *On the Wind's Highway*. This attracted the favorable attention of a number of progressive yachtsmen, including Commodore Pitcairn and Dr. Barnes. Other drafts, printed in pamphlet form, have been issued from time to time, incorporating changes dictated by experience. While extensive changes in drafting and minor changes in substance have been made during the past eight years to attain greater simplification, there is one fact I wish

Which rule applies under old concept? Rosenfeld Photo



to emphasize — the four Fundamental Right of Way Rules that form the base of the whole structure have never been changed. I would be glad to send an adequate number of copies of the new rules to any club that may desire to use them.

Let me now try to point out why the new rules have proven so popular. Truth and modesty dictate that I attribute such popularity as they may have attained to the shortcomings of the old rules as much as to the virtues of the new. In order to fathom these shortcomings and virtues it is necessary, before comparing new with existing rules, to compare the basic positions on which each set is founded.

Basic Positions on Which New and Existing Right of Way Rules Are Founded

I have tried to make this analysis as simple as possible, but parts of it may require careful reading, thought and perhaps some study. Existing rules are so complicated that they often defy simple analysis. I hope the reader will not be discouraged because, at the outset, I request him to familiarize himself with the meaning, as used in this article, of the following frequently recurring terms:

Fundamental Right of Way Rule—A basic or underlying rule that determines right of way when two yachts meet under ordinary as distinguished from special conditions. Rules dealing with luffing and bearing away are not right of way rules since they do not determine right of way; and rules dealing with rounding marks are not fundamental since they deal with special momentarily existing situations.

Right of Way Determinative — A relative position (e.g., clear ahead *vs.* clear astern) or relative course (e.g., close-hauled *vs.* sailing free) of two yachts used to determine which yacht has right of way when two yachts meet.

Unmistakable — A right of way rule or a right of way determinative is *unmistakable* if there is never, at the moment a yacht would normally alter course to clear another yacht, any reasonable doubt as to its applicability.

On a Tack — To Tack —*

(New Rule Concept) — A yacht is *on a tack* except when she is tacking or jibing. Consequently, a yacht is *on a tack* when she is close-hauled or sailing downwind or bearing away or luffing. A yacht is deemed to be *luffing* until she is head to wind; her *tack* begins when she is beyond head to wind.

(Existing Rule Concept) — A yacht is *on a tack* only when she is close-hauled. The rules do not specify when a *tack* begins, but presumably it begins when a close-hauled yacht alters her course *to tack* instead of to luff.

Stern Line — An imaginary line projecting abeam from a yacht's aftermost point.

Overlap —

(New Rule Concept) — There can be no question of an *overlap* or of *clear ahead-clear astern* unless two yachts are on the same tack. By definition — "A yacht is *clear ahead* if her *stern line* is ahead of all parts of the other yacht. If neither yacht is *clear ahead*, the yachts *overlap*." There are but two same tack meeting positions, *clear ahead-clear astern* and *overlap*. Whenever two yachts on the same tack meet, they are deemed to be in one of these two positions, irrespective of whether they are sailing the same course or of whether one is close-hauled and the other is sailing dead before the wind.

(Existing Rule Concept) — An *overlap* can exist between yachts on the same tack or on opposite tacks. An *overlap* cannot exist unless the yachts are sailing *approximately the same course.*

Overtaking Conditions — There is no distinction between overtaking and converging in the new rules. Neither term is used.

The new rules follow the practice adopted in the International Rules of the Road at Sea and in the existing Racing Rules of limiting the scope of the rules to meetings between two yachts. Otherwise the rules would be too long and complicated.

Both new and existing Racing Rules contain (1) a set of fundamental right of way rules that deal only with right of way; and (2) a set of supplemental rules that deal with luffing, bearing away, rounding marks, etc. The supplemental rules will be discussed in my next article.

Each new and existing right of way rule is based on the relative position of two yachts that meet, and/or on the relative course of each yacht compared to that of the other or to the direction of the wind.

When two yachts meet, they must always be in one of the three following positions —

On Opposite Tacks;

On the Same Tack;

One or Both Tacking or Jibing.

These three meeting positions are unmistakable, since every skipper knows from the position of his main boom which tack his yacht is on, and he can see at a glance which tack an approaching yacht is on or whether she is tacking or jibing. There is no possibility of any difference of opinion.

The four new Fundamental Right of Way Rules are based on four meeting positions analogous to the three unmistakable ones named above. Four right of way determinatives, as listed below, are used to determine right of way in these four meeting positions.

Meeting position, On Opposite Tacks — right of way determinative, Starboard Tack *vs.* Port Tack.

Meeting position, On the Same Tack Clear Ahead-Clear Astern — determinative, Clear Ahead *vs.* Clear Astern.

Meeting position, On the Same Tack Overlapping — determinative, Leeward Yacht *vs.* Windward Yacht.

Meeting position, One on a Tack, the other Tacking or Jibing — determinative, On a Tack *vs.* Tacking or Jibing.

As explained in the last paragraph, the first and the last meeting positions are absolutely unmistakable. The second and third meeting positions are, as I will presently illustrate, almost equally unmistakable, since it is not necessary to know whether or not an overlap exists until the normal moment arrives for one yacht to alter course to keep clear of the other.

Existing Fundamental Right of Way Rules (which comprise seven rules and three definitions) are based on eight meeting positions and use nine right of way determinatives, as listed below, to determine right of way in these eight meeting positions.

Meeting position, one Close-Hauled, the other Sailing Free on the Same or on the Opposite Tack — right of way determinative, Sailing Close-Hauled *vs.* Sailing Free.

Meeting position, both Close-Hauled on Opposite Tacks — determinative, Starboard Tack *vs.* Port Tack.

Meeting position, both Sailing Free on Opposite Tacks but on Substantially Different Courses — determinative, Starboard Tack *vs.* Port Tack.

Meeting position, both Close-Hauled on the Same Tack Converging and not Overtaking — determinative, Leeward Yacht *vs.* Windward Yacht.

* Unless otherwise noted, the term *on a tack* is used throughout this article in accordance with its new rule concept.

Meeting position, both Sailing Free on the Same Tack on Substantially Different Courses — determinative, Leeward Yacht *vs.* Windward Yacht.

Meeting position, both Sailing the Same or Nearly the Same Course on the Same or on Opposite Tacks and Overlapping when Risk of Collision began to Exist — determinative, Leeward Yacht *vs.* Windward Yacht.

Meeting position, both Sailing the Same or Nearly the Same Course on the Same or on Opposite Tacks and Clear Ahead-Clear Astern when Risk of Collision began to Exist — determinative, Overtaken Yacht *vs.* Overtaking Yacht.

Meeting position, one On a Tack the other Tacking — determinative, On a Tack *vs.* Tacking (no mention is made of jibing in existing rules).

Five right of way determinatives have been listed above as applicable to these eight meeting positions. Four additional right of way determinatives are used in connection with the application of the overtaking rule —

Being, when risk of collision began to exist, *Clear Ahead-Clear Astern* vs. *Overlapping.*

Sailing, when risk of collision began to exist, *Nearly the Same Course* vs. *Substantially Different Courses.*

Continuing, after risk of collision exists, to sail *Approximately the Same Course* vs. *Substantially Different Courses.*

Continuing to sail *Within Risk of Collision* vs. *Widening Out beyond Risk of Collision.*

All of the last four determinatives must be applied to each meeting between two yachts whenever it is a question whether the overtaking rule applies, instead of either the converging on the same tack or the sailing free on opposite tacks rules. In such cases, right of way depends, not on an existing position (i.e., not on the position of the yachts at the moment one would normally alter course to keep out of the way), but on a review of several past mistakable conditions. Under the new rules it is never necessary to review past positions in order to determine right of way.

Existing rules have too many right of way determinatives. This is the normal consequence of the underlying fault in the basic rule structure that existing rules are based on too many meeting positions. This underlying fault is responsible, primarily and principally, for all of the troubles experienced with existing rules. Obviously a set of right of way rules must cover all possible meeting positions. Otherwise they would be incomplete. Now, the number of possible meeting positions depends, to some extent, on the terminology used to describe them. For instance, if, in determining right of way, we elect to differentiate between a yacht sailing close-hauled and one sailing free, we increase both the number of possible meeting positions used to determine right of way and the number of right of way determinatives necessary to define it. Existing rule terminology prescribes eight possible meeting positions. These eight positions require seven right of way rules and three definitions (Overlap, Overtaking, Risk of Collision) and nine right of way determinatives to determine right of way when two yachts meet. By the simple expedient of revising existing rule terminology, the number of possible meeting positions has been reduced in the new rules from eight to four, the number of right of way determinatives from nine to four, the number of right of way rules from seven to four, and the three definitions have been eliminated as factors in determining right of way.

These reductions were brought about by merely enlarging the existing rule concept of *On a Tack* and *Overlap*, and by avoiding the use (in selecting meeting positions to determine right of way) of meeting positions based on Sailing Close-Hauled, Sailing Free, Sailing Nearly the Same Course, Sailing Substantially Different Courses and Sailing Within Risk of Collision. These reductions, and the fact that they have resulted in an unmistakable set of right of way rules, are responsible for the success of the new rules. No further reduction can be brought about either by further revising terminology or by any other expedient. We have reached, in the new rules, the rock bottom of simplification of the Fundamental Right of Way Rules.

Fundamental Right of Way Rules

The four fundamental right of way rules of the new rules (already quoted at the beginning of this article) are —

1. If two yachts are on opposite tacks, the port tack yacht shall keep out of the way.
2. If two yachts on the same tack are clear ahead and clear astern, the yacht clear astern shall keep out of the way.
3. If two yachts on the same tack overlap, the windward yacht shall keep out of the way.
4. A yacht, while tacking or jibing, shall keep out of the way of a yacht on a tack. *

The seven fundamental right of way rules of existing rules are —

Rule 30 (A) — "A yacht overtaking another shall keep out of the way of the overtaken yacht."

Rule 30 (D) — "A yacht which has the wind free shall keep out of the way of one which is close-hauled."

Rule 30 (E) — "A yacht which is close-hauled on the port tack shall keep out of the way of one which is close-hauled on the starboard tack."

Rule 30 (F) — "When both yachts have the wind free on different sides, and neither can claim the rights of a yacht being overtaken, the yacht which has the wind on the port side shall keep out of the way of the other." †

Rule 30 (G) — "When both yachts have the wind free on the same side and neither can claim the rights of a yacht being overtaken, the yacht to windward shall keep out of the way of the yacht to leeward."

Rule 30 (H) — "When two yachts both close-hauled on the same tack are converging by reason of the leeward yacht holding a better wind, and neither can claim the rights of a yacht being overtaken, then the yacht to windward shall keep out of the way."

Rule 30 (I) — "A yacht may not tack so as to involve probability of collision with another yacht unless she can gather proper way on her new tack before a collision would occur; nor so as to involve probability of collision with another yacht which, owing to her position, cannot keep out of the way. . . ."

Compare these seven existing fundamental rules with the four fundamental rules of the new rules. Note how much shorter and simpler the new rules are. Note how the various right of way determinatives of existing rules are intermingled, necessitating in some cases cross reference to other rules. The situation under existing rules is actually far more complicated than it appears to be from

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* *Both the new rules and existing rules are silent on the question of right of way between two yachts tacking or jibing simultaneously. It might be well to insert a provision to the effect that, in such a case, while neither yacht has right of way, neither shall so alter course towards the other as to collide with her.*

† *A yacht is deemed to have the wind on the side opposite to that on which she is carrying her main boom.*

reading the above rules. To appreciate this, it is necessary to read the *Overlap, Risk of Collision* and *Overtaking* definitions, which not only form part of the above rules, but also contain the last four of the nine right of way determinatives previously listed.

I fear I may have tried the reader's patience with the above technical analysis. Now that we have finished it, let us take up the relatively simple discussion and comparison (illustrated with simple diagrams) of the operation of new and existing fundamental right of way rules. Let us divide the discussion into three parts: Yachts meeting (1) On Opposite Tacks; (2) On the Same Tack; and (3) One On a Tack, the Other Tacking or Jibing.

On Opposite Tacks

Rule 1 of the four fundamental rules of the new rules governs right of way when two yachts meet on opposite tacks. It reads:

> 1. If two yachts are on opposite tacks, the port tack yacht shall keep out of the way.

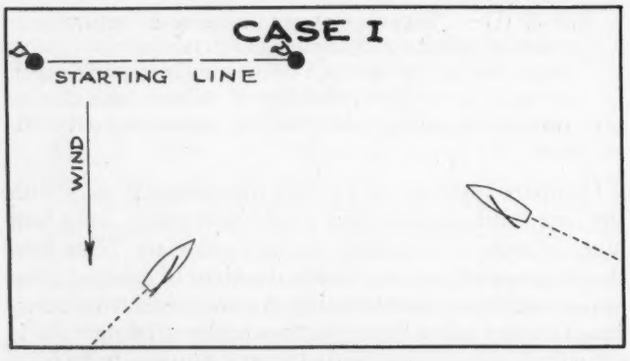
There is but one exception to this rule, which applies to a starboard tack yacht on the wrong side of the starting line after her starting signal. Existing rules contain a like exception to this rule and, in addition (using the new rule concept of "On a Tack"), the two following exceptions:

> (ii) A close-hauled port tack yacht has right of way over a starboard tack yacht sailing free (Rule 30 (D)); and
> (iii) An overtaken port tack yacht has right of way over an overtaking starboard tack yacht (Rule 30 (A)).

Eliminating the first exception, which is common to both rules and too limited in scope to cause confusion, the new rules require but one short unmistakable fundamental rule to determine right of way in all opposite tack meetings, while existing rules require four fundamental rules, namely, clauses (A), (D), (E) and (F) of Rule 30 (any one of which may apply) and three definitions, Overtaking, Overlap and Risk of Collision.

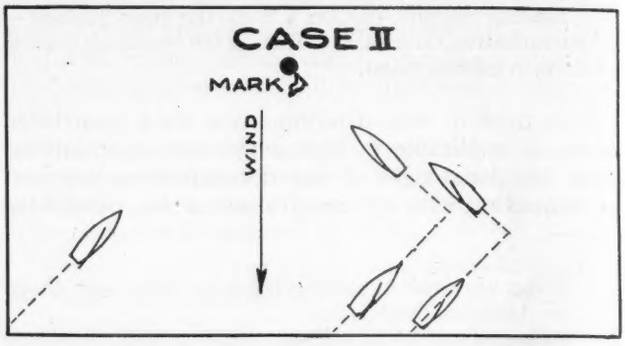
These four existing rules are, under certain conditions, mistakable one for the other. For example:

> Case I. As shown in the diagram, two yachts are approaching the starting line on opposite tacks. The port tack yacht is close-hauled. The starboard tack yacht is sailing with a hard full and could lie one or two points closer to the wind.



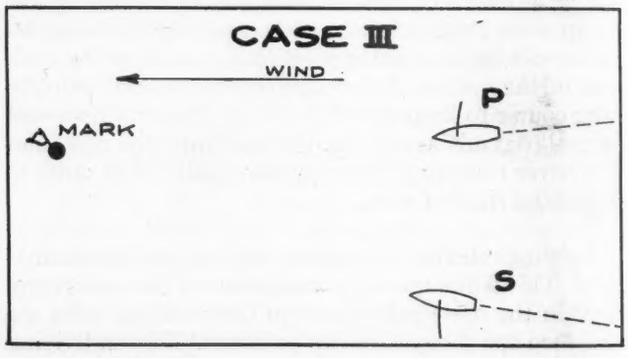
Does clause (D) or (E) of Rule 30 apply? This situation is even more complicated if the starboard tack yacht is sailing 3 or 4 points below full-and-by and luffs to claim right of way under clause (E). As an example of the difficulties which have arisen in similar cases: at the start of the Astor Cup Race in 1934, a serious collision between three large J Class sloops was narrowly averted because the port tack yacht applied clause (D) in the situation shown in the diagram and two starboard tack yachts clause (E). A protest resulted.

> Case II. On a windward leg a port tack yacht, as shown in the diagram, forces another port tack yacht clear ahead and to leeward to overstand the windward mark so as to be sure to be ahead of her at the mark. When both yachts tack to starboard for the mark (which must be left on their starboard side) both have substantially overstood it. A third yacht is fetching the mark close-hauled on the port tack.



Does clause (D) or (E) of Rule 30 apply? Has the port tack yacht right of way? Situations similar to that presented in Case II also frequently arise when a starboard tack yacht has overstood a mark due to a slight shift of wind, or to failing to make the proper allowance for current.

> Case III. Two yachts sailing nearly the same course, but converging slightly, are approaching a leeward mark on opposite tacks.



Which yacht has right of way and can P (the port tack yacht) claim room at the mark which must be left to starboard before hauling on the wind? The presence of the mark is immaterial in deciding which yacht has right of way. Each skipper must try to retrace the course of both yachts and decide from memory of former positions (assuming they were noted at the time) four difficult questions: (1) When did risk of collision begin to exist? (2) Were the yachts clear ahead-clear astern when risk of collision began to exist? (3) Were the yachts sailing nearly the same course when risk of collision began to exist? (4) Have the yachts been sailing approximately the same course since risk of collision has existed? If it is agreed that the answer to each of the last three questions is "Yes," P ranks as right of way overtaken yacht (Rule 30 (A)), and is entitled to room at the mark. If the answer to any of the last three questions is "No," S ranks as right of way yacht because she has "the wind on the starboard side" (Rule 30 (F)), and P is not entitled to room at the mark. As an example of the difficulties which have arisen in similar cases, the decision of two protests at the start of two races for the America's Cup in 1934 hinged on whether clause (A) still applied to the Challenger and Defender on opposite tacks before the start, or on whether it had been supplanted by clause (F).

Let the reader put himself in the position of the skipper of either yacht in Cases I, II and III. It is almost certain that each skipper will in all good faith apply the rule that favors his own yacht. The situation Case III is so complicated that it is unreasonable even to hope for agreement. Furthermore, in the event of a protest, it will be impossible for the Race Committee to determine the actual facts in Case III. It will have to base its decision on a guess as to the facts, and one of the skippers will certainly feel aggrieved.

We cannot escape the conclusion that the right of way determinatives used in the present rules are mistakable in certain situations when two yachts meet on opposite tacks. Many arguments and protests and doubtless some collisions have resulted. What useful purpose is served by making an exception to the unmistakable starboard or opposite tack right of way rule in Cases I, II and III? I have yet to find a yachtsman who can find that it serves any useful purpose.

In concluding the comparison of the opposite tack rules, I would like to point out an important incidental advantage that the new rules possess. Many spinnakers have been torn making a sudden alteration of course to clear a close-hauled yacht. The greatest difficulty arises when she has recently tacked. Rule 30 (D) seems unjust since the modern close-hauled yacht can easily alter course without danger of tearing a sail, while a yacht carrying a spinnaker cannot. The new rules automatically solve half of the spinnaker injustices, since under them a starboard tack yacht carrying a spinnaker has right of way over a close-hauled port tack yacht. The new rules also contain other provisions to protect yachts carrying spinnakers. These form part of the supplemental rules to be discussed in my next article.

On the Same Tack

Rules 2 and 3 of the four fundamental rules of the new rules govern right of way when two yachts meet on the same tack. They read —

> 2. "If two yachts on the same tack are clear ahead and clear astern, the yacht clear astern shall keep out of the way."
> 3. "If two yachts on the same tack overlap, the windward yacht shall keep out of the way."

There are two exceptions to these rules which apply —

> (i) to a yacht clear ahead or a leeward yacht on the wrong side of the starting line after the starting signal; and
> (ii) to a leeward yacht about to leave a mark to windward.

Existing rules contain two like exceptions to these two fundamental rules, and, in addition, the following exception to rule 3 —

> (iii) the leeward yacht if she ranks as an overtaking yacht must keep out of the way of the windward yacht (Rule 30 (A)).

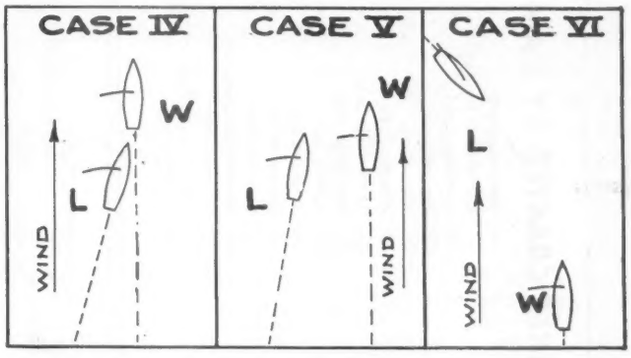
Eliminating exceptions (i) and (ii), which are common to both rules and too limited in scope to cause confusion, the new rules require but two short unmistakable fundamental rules to determine right of way on the same tack, while existing rules require four fundamental rules, clauses (A), (D), (G) and (H) of Rule 30 (any one of which may apply) and three definitions — Overlap, Overtaking and Risk of Collision.

The concept of right of way on the same tack is very different in the new and in existing rules. For instance, there is a marked difference in the concept of *Overlap*. The salient points of difference, all of which should be carefully noted, have been stated on page 44.

The new rules, in determining right of way, do not differentiate between *overtaking* and *converging* conditions, between sailing *close-hauled* and *sailing free*, or between sailing *nearly the same* or *approximately the same* or *substantially different courses*, or prescribe a *risk of collison* zone. These italicized terms are not used in the new rules. Fundamental rules 2 and 3 of the new rules apply to both overtaking and converging situations. If two yachts are on the same tack, right of way always depends (except in the case of a yacht on the wrong side of the starting line) only on whether the yachts are clear ahead-clear astern, or on whether they overlap (new rule concept).

Let us consider three cases to illustrate the operation of the same tack fundamental rules of the new rules.

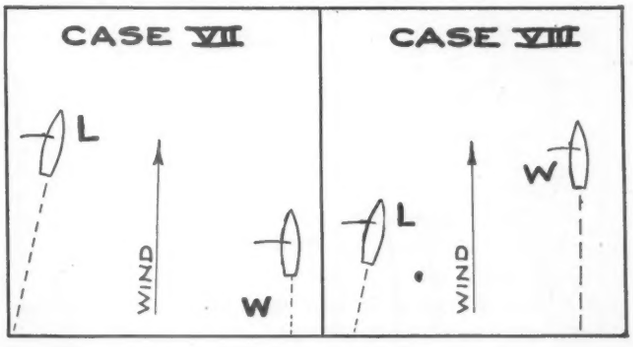
Case IV. Yacht *W* is *clear ahead* since her *stern line* (an imaginary line projecting abeam from her aftermost point) is ahead of all parts of the other yacht. Fundamental rule 2 applies and *L* must keep out of the way.



Case V. The yachts approached each other as in Case IV, but in Case V, *W*, owing to the fact that an overlap existed, did not succeed in slipping in ahead of *L*. Fundamental rule 3 applies and *W*, the windward yacht, has had to luff up to keep clear of *L*. (The discussion of *L's* right to luff is reserved for the next article.)

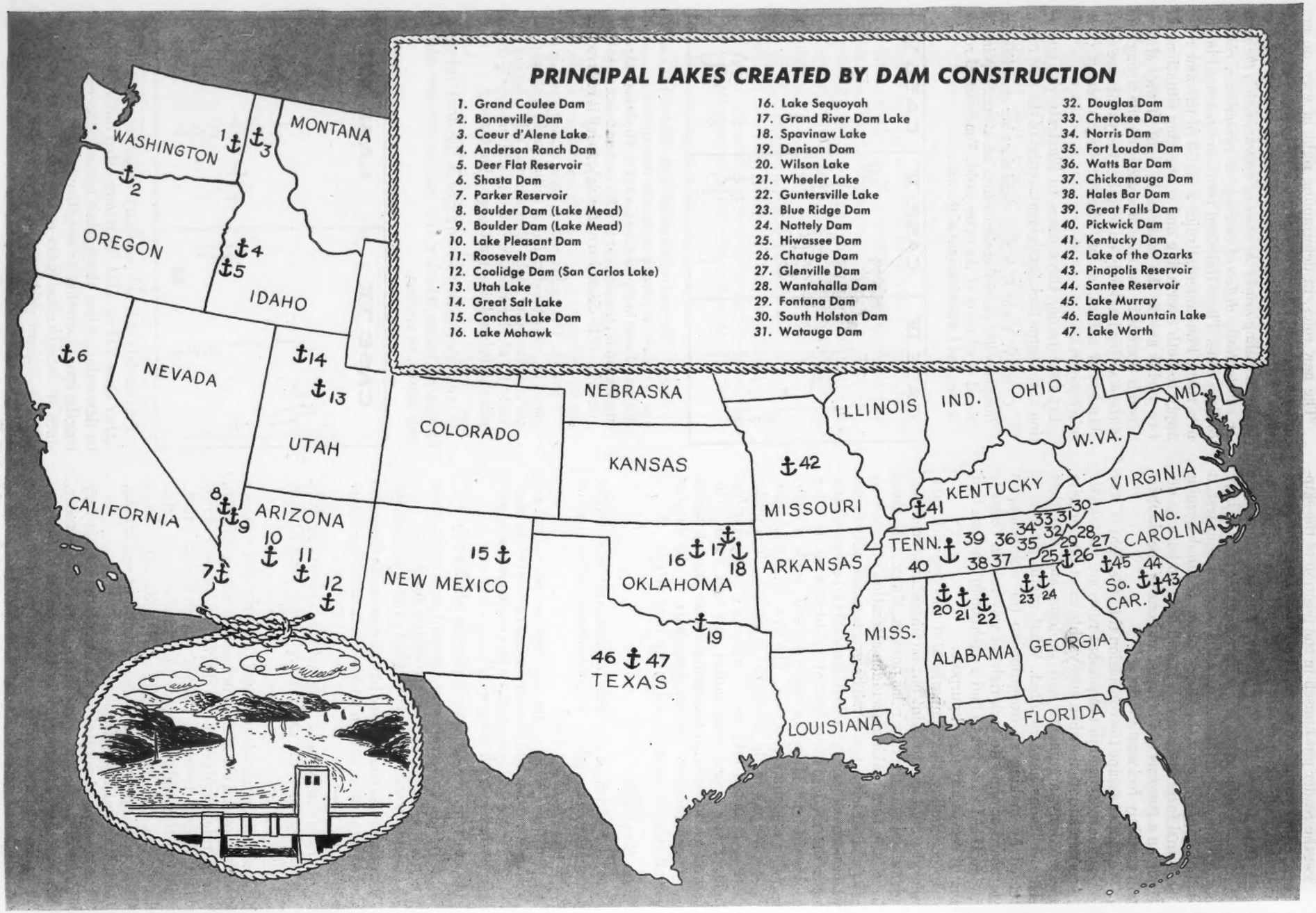
Case VI. The yachts *overlap*, since neither yacht is *clear ahead*, i.e., since the *stern line* of neither yacht is ahead of all parts of the other yacht. Fundamental rule 3 applies and yacht *W*, which ranks as windward yacht since she is on the other's windward side, must keep out of the way.

It is obviously not easy to agree in the doubtful cases illustrated below whether two yachts are *clear ahead-clear astern*, or *overlap*.



Fortunately it is not necessary under the new rules in either Case VII or VIII (or in any other doubtful case) to determine, when the yachts are say three or four lengths apart, whether or not they *overlap*. In Case VII since *W*, whether she ranks as the yacht *clear astern* or as the *windward yacht*, would have to keep out of *L's*

(Continued on page 90)


PRINCIPAL LAKES CREATED BY DAM CONSTRUCTION
1. Grand Coulee Dam
2. Bonneville Dam
3. Coeur d'Alene Lake
4. Anderson Ranch Dam
5. Deer Flat Reservoir
6. Shasta Dam
7. Parker Reservoir
8. Boulder Dam (Lake Mead)
9. Boulder Dam (Lake Mead)
10. Lake Pleasant Dam
11. Roosevelt Dam
12. Coolidge Dam (San Carlos Lake)
13. Utah Lake
14. Great Salt Lake
15. Conchas Lake Dam
16. Lake Mohawk
16. Lake Sequoyah
17. Grand River Dam Lake
18. Spavinaw Lake
19. Denison Dam
20. Wilson Lake
21. Wheeler Lake
22. Guntersville Lake
23. Blue Ridge Dam
24. Nottely Dam
25. Hiwassee Dam
26. Chatuge Dam
27. Glenville Dam
28. Wantahalla Dam
29. Fontana Dam
30. South Holston Dam
31. Watauga Dam
32. Douglas Dam
33. Cherokee Dam
34. Norris Dam
35. Fort Loudon Dam
36. Watts Bar Dam
37. Chickamauga Dam
38. Hales Bar Dam
39. Great Falls Dam
40. Pickwick Dam
41. Kentucky Dam
42. Lake of the Ozarks
43. Pinopolis Reservoir
44. Santee Reservoir
45. Lake Murray
46. Eagle Mountain Lake
47. Lake Worth
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
UTAH
ARIZONA
COLORADO
NEW MEXICO
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MISSOURI
ARKANSAS
LOUISIANA
ILLINOIS
IND.
OHIO
W.VA.
KENTUCKY
TENN.
MISS.
ALABAMA
GEORGIA
FLORIDA
VIRGINIA
MD.
No. CAROLINA
So. CAR.

Not the Straits of Magellan, but the broad and tranquil reaches of Lake Mead. This vast inland waterway is 115 miles long and has a shore line of 550 miles

THE BEST YACHTING BY A DAM SITE

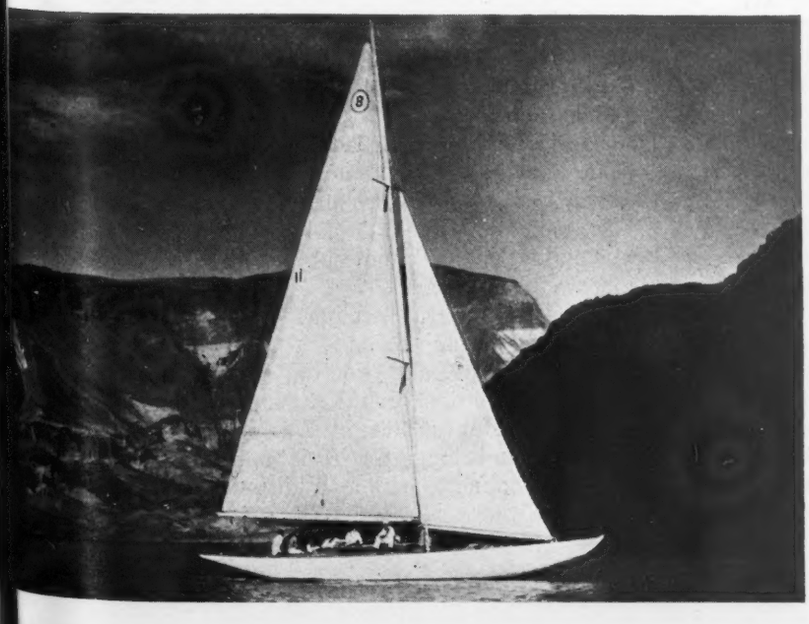
Throughout the Nation Countless Man-Made Lakes Are Creating New Boating Areas for the Yachtsman

By CRITCHELL RIMINGTON

"WHAT," one might ask, "does the average coastal yachtsman know about inland yachting?" That's a good $64 question, but it's our suspicion that few are the salt-water skippers who would walk off with much more than a booby prize if they were to attempt a serious answer. They know and have a healthy respect for the vast and turbulent waters of the Great Lakes, and they have also heard much of nostalgic river cruising. But when it comes to a reasonably clear conception of the nation's new man-made lakes, their collective knowledge of the subject could be readily engraved on the head of a small marline-spike.

After all, it's not surprising that the many new inland waterways should need some sort of an introduction. These United States compose a large and sprawling nation having geographical characteristics which are so vast and complex that it is difficult for the coastal yachtsman to see over the inland horizon when so much of his own cruising ground has yet to be explored. But — whether he knows it or not — the development of these great inland lakes is certain to have a profound and far-reaching effect upon many aspects of tomorrow's yachting. Many of the post-war yachtsmen who will operate pleasure boats on these man-made waterways will be taking to boating for the first time, and relatively few of them will be subject to the traditional ideas and conventions of their salt-encrusted fellow enthusiasts. They will, we believe, be increasingly receptive to new ideas, and in endeavoring to please them the marine industry may do much to adapt its products to fit their ideas and requirements.

In nearly every instance the dams which have created these lakes were constructed to supply hydro-electric power or to facilitate flood control, irrigation, water supply, or commercial navigational projects; yet in nearly every instance the yachtsman has been the fortunate beneficiary of these vast public works projects. The lakes which have been so formed are no mere puddles but are usually what properly may be described as major bodies of water.

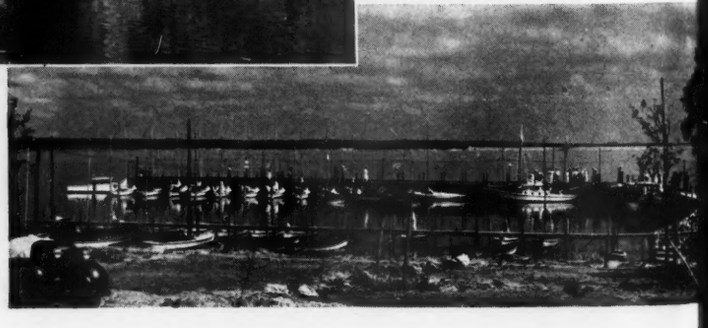


This scene of an 8-Metre under way on Lake Mead will come as a rude awakening to those who associate inland yachting solely with small boats

For example, four of them are over one hundred miles in length, while one (the lake formed by Grand Coulee Dam) has a collective length of 151 miles. Kentucky Dam, a T.V.A. project to be completed in 1945, will form a lake having a length of 184 miles. And, while on the subject of nautical statistics, fourteen of them have a total length of 1,237 miles while the aggregate shoreline of six of them, and not counting the largest, is something over 4,000 miles!

Top, yacht clubs and regatta associations have sprung up as if by magic on all the nation's man-made lakes. The popularity of the small one design classes has been contagious

Left, the winding fingers and broad bays of the inland lakes seem to have been made for motor boat exploration. Below, marinas and public docking areas are an essential part of all waterway development projects



The geographical distribution of this vast number of waterways is interesting from many points of view. Their geographical locations may be traced not only to the natural configurations of the land, but to the particular watershed situation of the area in question. Collectively, they dot the countryside of some seventeen different states — from the Atlantic to the Pacific and from the Gulf to the Canadian border — and a "land chart" of their distribution looks something like this:

Tennessee, 9; North Carolina, 5; Arizona, 4; Alabama, Idaho, Oklahoma, South Carolina, and Texas, 3 each; California, Georgia, and Utah, 2 each; Missouri, Nevada, New Mexico, Oregon, and Washington, 1 each.

By the time the war ends, the total will probably reach the half-century mark and that, in any yachtsman's language, is an awful lot of water. What is more important is the fact that each and every one of these lakes — and particularly the waterways "systems" such as that of the T.V.A. — will provide unlimited opportunities for pleasure boating of every conceivable type.

No more than a mere introduction to these many lakes is possible within the confines of a single article. At the outset, however, it is important that any future "Inland Coast Pilot" itemize each waterway individually, and a tabulation of the most important ones (including those natural lakes which have been enlarged or made navigable by dam construction) reads as follows:

Anderson Ranch Dam (25 miles southwest of Boise, Idaho)
To be completed in 1945–46.

Blue Ridge Dam (Northern Georgia)
Lake being developed.

Bonneville Dam (Portland, Oregon)
Lake being developed.

Buchanan Dam (Texas)
Length of lake, 32 miles; shoreline, 192 miles; area, 23,000 acres.

Chatuge Dam (Hiwasee River, North Carolina)
Lake being developed.

Cherokee Dam (Knoxville, Tennessee)
Completed in 1941; now being developed.

Chickamauga Lake (Chattanooga, Tennessee)
Length, 59 miles; shoreline, 500 miles; area, 37,200 acres.

Coeur d'Alene Lake (Coeur d'Alene, Idaho)
An active boating center; now being further developed.

Conchas Dam Lake (Santa Rosa, New Mexico)
Area, 26 square miles.

Deer Flat Reservoir (Nampa, Idaho) Lake being developed.

Denison Dam (Denison, Texas)
To be completed in 1944. Length, 91 miles; area, 146,000 acres.

Douglas Dam (French Broad River, Tennessee)
Completed in 1942; lake now being developed.

Fontana Dam (North Carolina)
Lake being developed.

Fort Loudon Dam (Tennessee)
Lake being developed.

Glenville Dam (North Carolina)
Lake being developed.

Grand River Dam Lake (Venita, Oklahoma)
Length, 60 miles; shoreline, 1,300 miles.

Grand Coulee Dam (Spokane, Washington)
Dam impounds longest artificial lake in the world, 151 miles; connects with an additional 150 miles of

(Continued on page 98)

PAINTING PROBLEMS IN WARTIME

By CHARLES FISK

THE war years have taught all of us the technique of making a little go a long way. Up until the last few seasons, it was possible for the yachtsman, by buying different types and brands, to conduct all manner of painting experiments and thereafter reaching a final decision by means of selective elimination. Today, however, it's a matter of thankfully using whatever paint one is lucky enough to get one's hands on. You still can buy quality paints and varnishes, but you may not be able to find all of your favorite brands. And, judging by restrictions on linseed oil, a paint shortage will probably be in the cards before very long, so make it a point to do the very best job you can this year.

Every season we've looked forward to our usual vacation cruise in an able 42-foot schooner of well-known design and excellent build. Three years ago this spring, we didn't have to do much going-into-commission painting. The boat had always received good care. Because of her excellent condition, it was unnecessary to refinish the deck, and the bright work was in such good shape that all we did was to give it a single, freshening-up coat. It was our intention to give both the deck and the brightwork freshening-up coats again just before our vacation cruise, but the roads to both hell and boating are paved with good intentions. Our cruise Down East carried us further than we had ever sailed before in that particular boat. The weather was beautiful. The fogs just didn't appear. Finally, we ran into a lovely little Maine harbor that we hadn't visited in years. We hunted up some old friends who insisted that we stay on. As the weather continued promising, we decided that the stop-over would afford a splendid opportunity to give those necessary refinishing coats. Our favorite brand of paint and varnish was not to be had but the boatyard men had something "just as good." We recognized the brand that he recommended as one that we'd heard of from time to time, and never unfavorably. We bought the stuff, read the directions carefully, and did the job. We never regretted it. And afterwards, we began to think that favorite brands of paints and varnishes were just like favorite brands of Scotch. Failing to find them was never a powerful enough argument to make us go thirsty.

Rosenfeld Photo

Don't do any painting if it's damp or windy, or if the temperature is less than 55° — and remember that early in the day is the time to begin

If you've done much painting or varnishing, you can almost recognize good paint and varnish under your brush. Conversations with boat owner friends about the brand of paint and varnish we had been obliged to use brought out some interesting facts. A couple of men told us that they had used it and would have none of it thereafter. Others swore by it. On the basis of our inquiries, we were back where we had started. The stuff had worked for us. After the season was over, we decided to talk to as many persons as we could about the brands of paint and varnish which they had used. The results of our survey were exactly the same as those of the pony investigation that we had made among our immediate circle of friends on that brand of paint that we had used with such good results in our mid-season emergency. And now, when we probably can't buy the brands that we used to insist upon, it's comforting to know that there are other brands available that *will* do the job for us.

To begin with, where there's such a wide (and often vociferous) difference of opinion with regard to the virtues or shortcomings of various paints and varnishes, we must admit that there *is* something wrong somewhere. Whatever it is can be charged up to one of the following factors, or to a combination of any of them. 1. The man who does the work. 2. The conditions (weather, temperature, climate) at the time the

Rosenfeld Photo

The thoroughness of the sanding and scraping job is just as important as the quality of your own favorite brand of paint or varnish that goes over it

Left, scraping down brightwork calls for ample coats of remover and a razor-edged scraper. Below, an electric sander is the answer to every yachtsman's prayers. Right, burning off paint calls for experience, care—and, sometimes, a fire extinguisher! Elon Jessup Photos

work is done. 3. The boat herself. 4. The paint or the varnish. 5. The species of wood of which the boat is built. (Certain woods have a higher specific gravity than others, wide variation in grain, and so on. Some woods are heavy, others are naturally oily. The natural oil in such woods must be taken into consideration in finishing them. Some woods are very porous and, when these are used in hull construction their surfaces must be "sealed" with special products to prevent absorption of water. Some types of plywood not intended for marine use have been used in error and difficulty has been experienced in finishing them. A number of the major manufacturers of marine finishes have done a good deal of research to determine how their finishes work on woods used in boatbuilding. If you have a finishing problem involving a specific type of wood, write to the manufacturer of the finishes you customarily use, and you'll receive a detailed and helpful reply.)

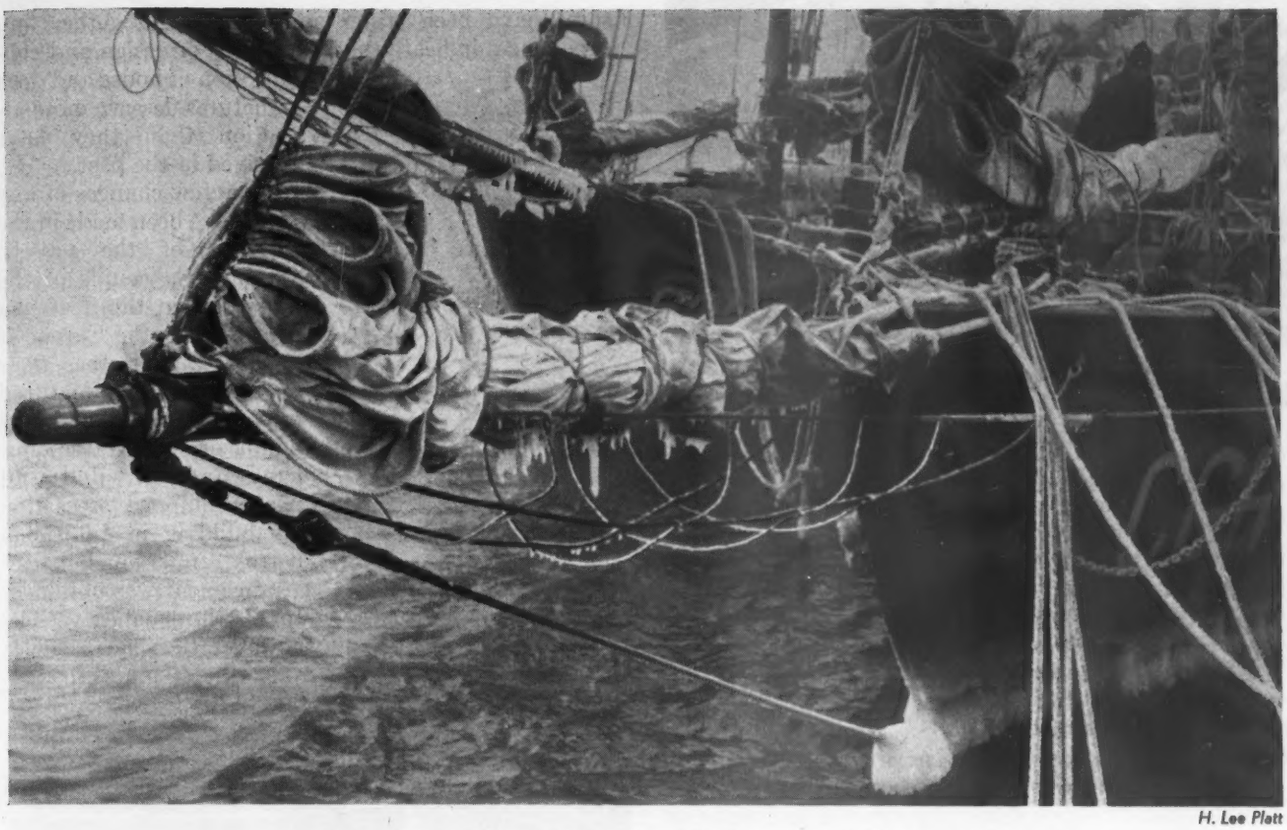
Let's first think of paints and varnishes in relation to the man who uses them — the man who may have to do his own painting this year because the yard which formerly did the job is now engaged in war work. The first step is to plan the job carefully. Again we suggest that if you have any problems, write to the manufacturer whose paints you have used, tell him as specifically as possible what your trouble is, the type, size and age of your boat, and the locality in which you use her. A reputable dealer or yard owner also can give you the same helpful information. It is not difficult to figure the amount of material you will require, and any dealer can check your figures. Topside paints, on the average, will give a coverage of from 350 to 400 sq. ft. to the gallon; deck paints, 450 to 500 sq. ft.; bottom paints 400 to 450 sq. ft.; varnishes 600 to 650 sq. ft.; enamels 350 to 400 sq. ft. Bare wood takes at least 10 per cent more than a previously painted surface, and unpainted canvas at least 15 per cent more. Remember that the condition of the old surface is what really determines the amount of paint or varnish that will be required.

Now let's consider *when* the work is to be done. Certainly not before the boat has been thoroughly washed, dried and aired out. By the time this article appears in print, the weather probably will be all right for boat painting almost everywhere except in some extreme northern parts of the country. If you live in a section that is subject to wide variations in springtime temperature, make sure that you apply the paint or varnish early enough in the day (but not before any dew has been dissipated and the boat is completely dry) so that enough time remains to permit the finish to "set" before any drop in temperature right after sundown. Otherwise, you will run the risk of trapping moisture under your paint and having the surface of your varnished work "alligator." We assume that the old surface has been sandpapered and dusted to receive the new finish; also that where the old finish has completely broken down, it has been removed with marine paint and varnish remover or by a blow torch. Make sure that you have read the directions on all cans of finishes and that you understand these directions fully. If you thin any of the material on your own initiative, you may change the formula of the paint. In any event, unless you know what you're doing when it comes to thinning paint or varnish, you may be reducing the effectiveness, causing peeling, chalking, and sometimes blistering.

If the paint "pulls" or "drags" under your brush, this may be due to one of a number of causes. The most common are: (1) The surface or the outside temperature may be too cold or too hot. Don't paint if the temperature is less than 50° or 55°, or more than 100°. (2) The paint may be too cold. Paint and varnish should always be kept stored in a dry place where the temperature is never less than 50°. You may have left your paint in a cellar or locker over the winter, and if it was subjected to any sustained spell of freezing or near-freezing weather you can't expect it to have its customary strength or elasticity. (3) The paint may be too thick, or the oil content may have jelled.

To overcome these obstacles, you must wait until the temperature is advantageous. The paint should be put in the sun or in some other place so that the material will warm up until it becomes as warm as the air, and the too thick paint must be thinned with pure turpentine in small quantities. Again, be sure that the surface to be painted or varnished is really clean. If you paint over any oil, grease or dirt, it will either get into the paint and make the job look messy, or it may prevent the paint from adhering properly to the surface and cause peeling. If oil or dirt streaks are not removed, they may show through the paint. Watch the cleaners you use, particularly the regular washing powders, which may leave a residue that will burn and discolor the finish coat. If you used a washing powder or a strong chemical cleaner, be sure to wash the boat afterwards with plenty of clean, fresh water. Finally, don't paint in

(Continued on page 112)



H. Lee Platt

A majority of the vessels in the fleet were neither designed nor built for the rigors of offshore sailing in winter, yet not a ship has failed to maintain her patrols

SHEETS AND HALLIARDS GONE TO WAR

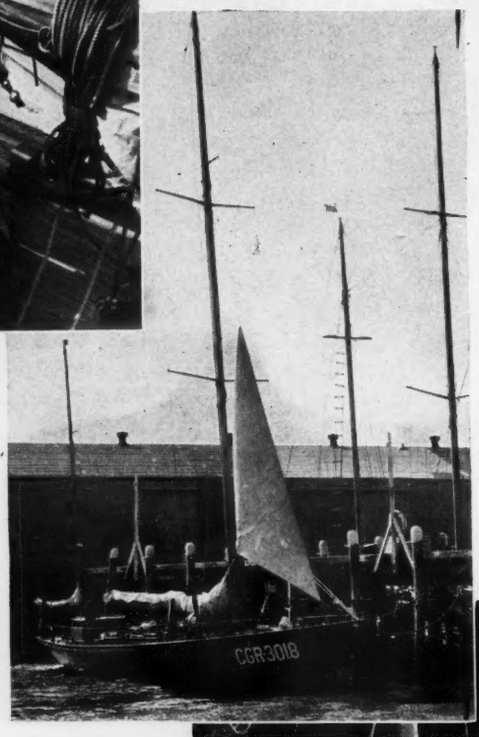
Part II — Below, on Deck, and Aloft in the Vessels of the Coast Guard's Sailing Patrol

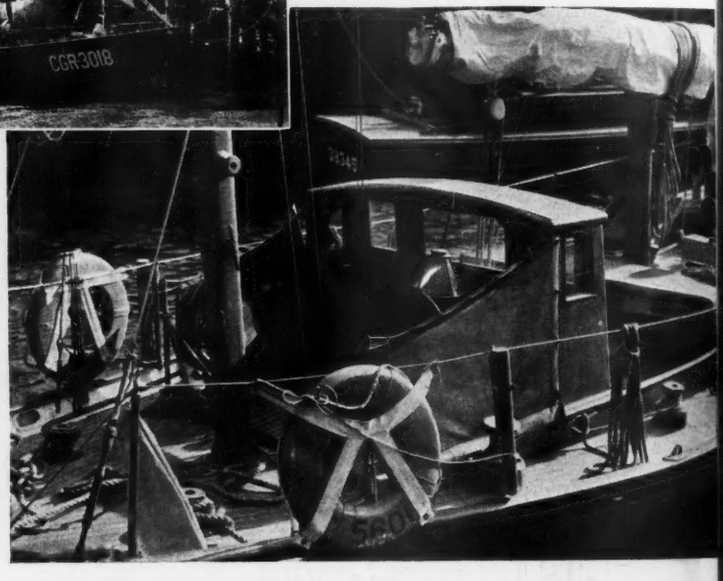
By RUFUS G. SMITH, Lieutenant USCGR

THE FIRST installment (March, '44) of this account of how sailing yachts which had been built for warm weather use and comparatively smooth water operation have fared in year-round off-shore patrol activities discussed the excellent performance of their hulls, frames, planking, keels, and under-water appendages. If the decks, houses, and the thousand and one details and mechanical contrivances below decks had proven satisfactory in this tough service, then post-war designers, builders, and owners could well go back to building pleasure craft for fair weather use with the knowledge that keeping the price of tomorrow's yacht at a reasonable figure was all they needed to do to encourage the sport of yachting. Unfortunately, however, there has been entirely too much trouble with all kinds of "ornery" details to state that the vessels of the Third Naval District's off-shore sailing patrol could not have been better "fitted" for the job.

The decks of the boats are all of wood; about one-half of them are of teak and the other half of hard or soft pine. Practically all of them being narrow straked, they are a joy to the eye when evenly payed and nicely scrubbed, but they are also irritating and bothersome indeed when they begin to drip-drip-drip into the quarters below. When we attempted to have them recaulked and repayed by men who had rarely, if ever, swung a caulking mallet before, the three to four miles of seams we had to do took a long time to cover. The new boats (those built within the last six or seven years) are about the only ones which have not needed a deck caulking job. But 'twas ever thus with single-planked decks and, in the winter, the heat below and the cold on deck seem to add new twists to the problem.

One ship, and she's one of the oldest in the fleet, has double-planked decks of three-fourths inch pine caulked and payed, with one-half inch teak on top, also caulked and payed. These decks are tight and have been so always, and this whole ship seems to work and wring less than the others. Several of the most modern ocean racers in the fleet have decks of light, soft woods, such as white pine and Oregon cedar. Designed to save weight, this stuff wears away just from sitting on it and is the very devil to keep clean. But our fears that it would be ground away to nothing under the constant tramp of a full crew have not been justified, and except for the difficulty in keeping them clean, the soft wood decks have been completely practical.





Every vessel in the fleet required alterations on deck so as to fit her for offshore duty in winter weather.

Top, one of the open-type helmsman's shelters which were developed for the fleet's schooners. The shelter also serves as the gallows frame. Right, this 59' ocean racing yawl rode out a 65-mile gale successfully while carrying only this small headsail. Lower right, in some cases the mainsheet blocks interfered with a shelter enclosing the entire cockpit, so only a small windbreak could be installed. The glass-sided shelter provides a protected post for the lookout.

ships have been stiffer and tighter. Altogether, our experiences indicate that the details of design and construction of house and deck structures deserve more attention than they have received in the past.

Very few changes of any kind have been made in the interiors of the vessels. Originally a couple of the 90-footers in the fleet had been fitted out in Europe as yachts, and whereas their accommodations featured one or two sumptuous double or single staterooms, they had crowded and poorly equipped forecastles. By building in additional berths aft, a much better arrangement was obtained. In all the smaller vessels, however, the space below is usually efficiently utilized. Yet many had to have real bunk boards installed, swinging tables made, rack edges attached to fixed tables, and many other details added to fit them for use in unprotected waters. The type of chart table, and other items in the navigator's compartment which are to be found in all the modern ocean racing craft in the fleet, have been the envy of the men in those ships which do not have them. The quantity of ship's papers, charts, almanacs, and other paraphernalia carried is extensive, and the lack of a specific and appropriate place for them makes for sloppy work, sloppy logs, and loss of time and efficiency. One of the best known of the small vessels in the fleet has a big, open interior; there are no staterooms, no bulkheads, and no passageways. That, of course, is fine for the work the boats of the fleet have been doing, as it permits the crew to use the space most efficiently.

In connection with the subject of decks and their watertightness goes the question of deck houses, skylights, hatches and deck openings of all kinds. The record of the more expensively built boats shows that these fixtures can be made tight. Yet the endless and exasperating trouble we have had with some of the other vessels indicates that unless the builder does his best with this constructional detail, no amount of patching and fixing can completely eliminate water finding its way below. Often the drip shows up a long way from the ailing spot.

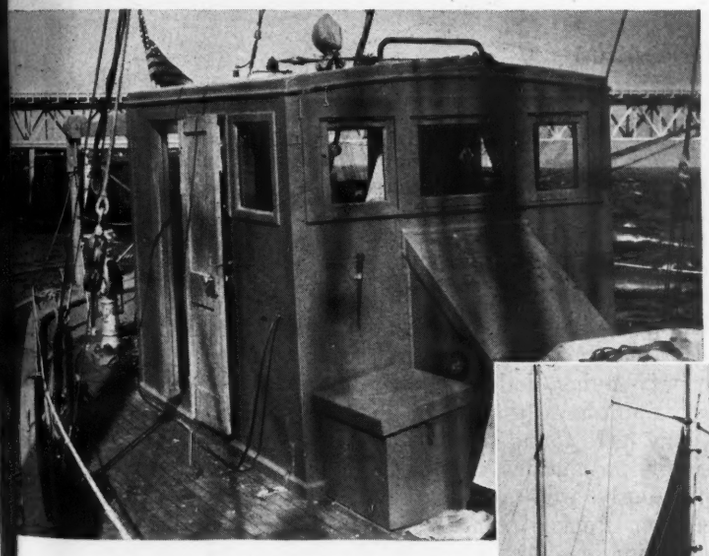
Skylights and hatches have been a particular source of trouble. When the sea really begins to kick up, not only spray but solid masses of water rush along the decks, up over the houses, and into any crack or opening along the way. Gravity is no help at all in overcoming the relentless force of that rushing water. Consequently many skylights and deckhouse windows had to be dogged down at every corner instead of only in the center. It takes force to withstand force and a bronze lip in a channel filled with sponge rubber seems to be the only thing which enables a skylight to bite in hard enough to be watertight.

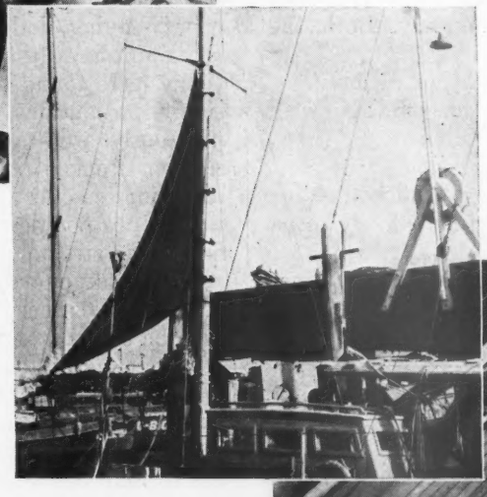
Several of the smaller schooners have long trunk cabins running from just abaft the foremast to a point beyond the mainmast. These have given the most trouble in the way of all kinds of deck leaks. Boats of this type usually have a section, without any deck beams, of some 40 to 50 per cent of their over all length and extending all the way across. Every one of these cabin trunks began to weave around the mainmast and before long they had to be strengthened — with auxiliary steel beams having webbed angles, with new mast partners, or with tie rods. Long trunk cabins are fine for headroom below, but flush decks provide a much better means of tying a ship together if she's going to be on her patrols at sea month after month. In retrospect, it appears that the slightly deeper flush-decked

Almost without exception, the weakest part of every ship had been in the mechanical end. Engines, generators, tanks, pumps, fuel and water lines, wiring, switches, the heads, and practically everything involving moving parts has repeatedly broken down. Damp-

ness, and the corrosive action which follows, seems to be the fundamental cause of mechanical trouble. Every main engine and generating engine in the fleet has had a major overhaul. This, of course, is to be expected after steady service for a year or more. Lack of standardization and difficulties and loss of time in securing parts has made mechanical overhauls troublesome, but the worst headaches of all are the little things that are forever cropping up: stuck starters, broken valve springs, warped cylinder heads, worn water pumps, and leaking exhaust lines are among the most frequent offenders.

In the smaller vessels there are one or more features of the engine installation which make a repair job doubly difficult. The engines are either under a hatch in the cockpit or bridge deck (which is not tight and allows sea water to drip over the engine) or, as in some of the most modern craft, the engine is buried down under the cabin floor where it is next to impossible to get at. I might add that one of the worst features of such installations is that a teacupful of water in the bilge will slosh up and drown out the power plant. The most troublesome installation of all was one in which a V-drive motor was placed way down in the lowest part of the bilge aft. It was cured finally by eliminating the V-drive, putting new engine beds farther forward, and installing the engine under a tight box which now also serves as a table in the after stateroom. Intake and outlet air ducts, direct from the deck, take care of the fume and heat problem. There is no more trouble.





Above, a year 'round pilot house. The wheel, radio-telephone, direction finder, and access to the lazarette are inside. Right, tiny storm mizzens are used by some of the yawls when heaving to. The cockpit shelter gives sitting headroom in the cockpit and neck-high protection to the helmsman. Lower right, double smoke-heads such as these have proven very efficient

About a third of the fleet is Diesel powered and, on the whole, these engines have given fine service. But it requires more patience and more skill to keep them running properly; many of the engines seem to be models the manufacturer does not recall having built, and in some cases it has been a major undertaking to get replacement parts.

The worst source of trouble, and the most difficult to correct, has been the matter of electric wiring. Almost half the fleet has had to be completely re-wired and only about one-third of the boats have been free of this trouble. Much of the wiring was the ordinary lead-covered cable with taped joints. It went bad, shorted, and caused fires with the first touch of dampness. Much of the wiring held up pretty well — until the decks began to leak. Waterproof cable and sealed junction boxes of yellow metal should be the standard for sea-going yachts; anything less is false economy. Re-wiring is almost certain to cost more than did the original wiring job which was done while the vessel was being built.

When these ships of the fleet first went to sea, wiring, switchboards, engines, and other things which have subsequently given us a lot of trouble were taken for granted and we were not concerned as to their adequacy. There was, however, considerable discussion and some consternation as to whether yacht spars and rigging would stand up to the job. The tall Marconi spars of the modern, narrow hulls came in for some unusually harsh criticism, and the possibility of cutting them down was considered. Fortunately, nothing was done and experience has shown that, generally speaking, spars and rigging have been among the most dependable parts of the ships.

One mizzenmast crumpled over the side in a 40-mile nor'wester as a result of a splice in a small diameter stainless steel wire slipping out. Another mizzen and part of a mainmast have had to be re-glued, and a couple of bobstays let go at the lower thimble as a result of some kind of electrolytic action. That is the sum total of accidents and failures in the entire fleet. There has, of course, been some replacement of galvanized wire which had seen its best days before the war. But if medals for performance were to be given, two of them would certainly go to stainless steel standing rigging and to Tru-loc fittings. These are the only parts of the ship which change neither size nor shape, nor their bright and shining appearance, regardless of the season of the year, the condition of the weather, or how long the span of time.

Practically all of the fine manila and linen running rigging with which the ships were equipped when they joined the fleet has worn out. Sisal was tried as a substitute, but we discovered that it swells, shrinks, stretches, and snaps without warning. As a

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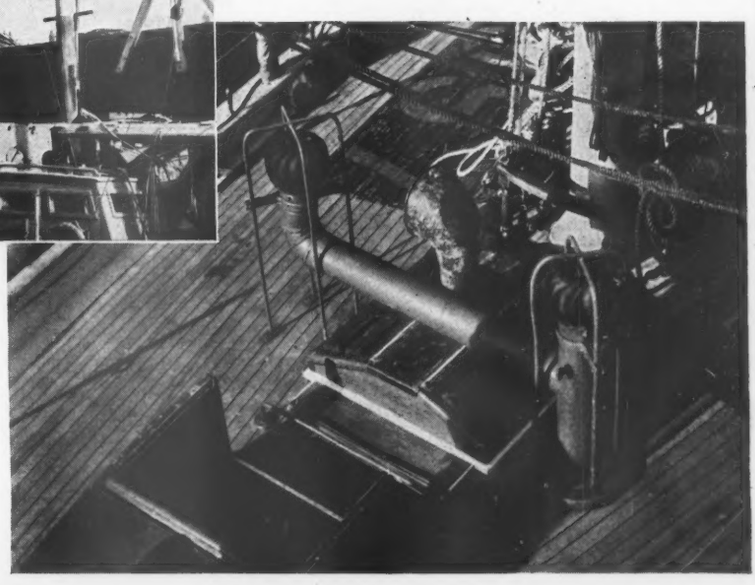


Rosenfeld Photo

" 'Vida' is going overboard this spring. She won't be fitted out as handsomely or as thoroughly as is her custom — but we don't think she will disgrace the fleet."

WOMAN POWER TAKES OVER

Where There's a Will, There's a Way, As the Female of the Species Usually Proves

By BEATRICE OPPENHEIM

FOR THE Bosun and me spring won't be romantic this year. For us the vernal season will mean aching muscles, broken finger-nails, splinters, and bruises. The Skipper is in uniform, and we two females are fitting out alone. The "Big Test" began on a crisp day last fall. The yard had just hauled our auxiliary yawl *Vida*, the yard hands were scrubbing away at her bottom. There was even more gloom than usual in the ceremony. Both the Bosun and I were thinking:

"How long before *Vida* can be launched again?"

"I hear Uncle Sam has a priority on your skipper," Marty Marshall, the yard foreman, said.

We nodded.

"And unless Congress votes a special allowance for service men's yachts," I mourned, "*Vida's* likely to be beached next summer."

Marty squinted at *Vida*, then at the Bosun and me, as if he were measuring us against the length of her topsides.

"Why don't you two girls fit her out yourselves?" he inquired.

"Us!"

"Sure," said Marty.

Later we agreed our foreman had very definitely been teasing us.

"But," asked the Bosun as we drove home. "Why couldn't we?"

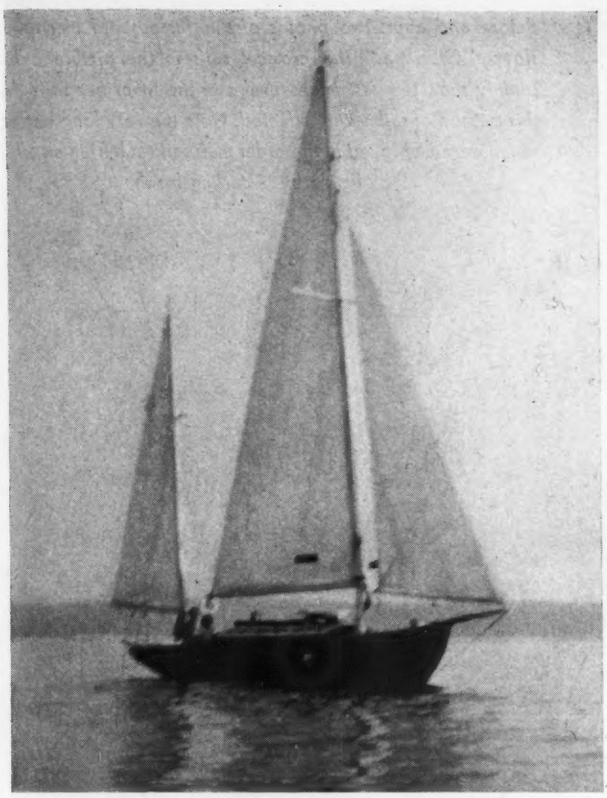
The reasons would seem obvious. *Vida* is a yawl, husky for her size. She is 31′ 10″ x 9′ 4″ x 4′ 11″, and her displacement is approximately seven tons without her gear. The Bosun and I are a pair of slight females. Together, and dressed in our heaviest boating clothes, we weigh less than two hundred pounds. Our stubbornness, however, bears an inverse ratio to our weight. The more we thought of the difficulties, the more solutions turned up. And now we are committed! *Vida* is going overboard this spring. She won't be fitted out as handsomely or as thoroughly as with full crew and unlimited help from the yard. Yet, we don't think she'll disgrace the fleet. Of course we'll have to resort to short cuts and energy-saving dodges. None, however, will do *Vida* any more harm than a war diet has done her crew.

We have found, for instance, that by taking a few simple precautions, a one-coat topside job will keep a previously well-cared-for boat looking smart for a season. Cracked paint on canvas decks normally calls for paint remover; but we've discovered a satisfactory way of postponing the evil day. Brightwork can be refinished in streamlined style, too.

We think our solutions may be helpful to other boating wives faced with similar problems. They may even be useful to skippers busy with war work and unable to get jobs done by understaffed yards. It seemed to us that it would be difficult for a pair of females to compress even a "once over lightly" fitting out into the usual six or eight weekends. Our first step, therefore, was to map out a schedule spreading the work over as long a period as possible. After considerable programming, we divided all tasks into three categories — "winter," "fitting out season," "after-launching."

Our schedule reads like this:

Winter Jobs. 1. If the motor is to be commissioned, ask the yard to do the job whenever convenient. An early request is almost certain to be necessary this year.



"Vida" is a yawl, husky for her size. She is 31' 10" x 9' 4" x 4' 11". The Bosun and I are a pair of slight females

2. Give all manila and linen lines several rinsings in luke-warm water to wash out last summer's collection of grit, sand, salt and soot. Grit and sand cut fibres, while salt absorbs moisture and invites rot. Turn sheets and halliards end for end, turning in new eye splices and putting in new whippings. This seems to us a wartime "must." The Bosun who offered to take over the chore has this advice for other females: "Don't try more than one splice in heavy line within the same twenty-four hours. Unless you're a super-woman, something worse than dishpan hands is sure to result!"

3. Give any necessary refinishing and two or three coats of varnish to mahagony dresser drawers, swimming ladder, boom crutches, light screens, lignum vitae blocks and other varnished small gear brought home to be worked on at one's leisure.

4. Paint shrouds (which were taken home in the autumn) with boiled linseed oil thinned with turpentine. Linseed oil puts a protective coating on the metal; the turpentine helps penetration and drying.

5. Thoroughly clean the stove. Remove rust spots with emery cloth, coat with a metal primer and then stove enamel. Chipped spots in the white porcelain can be repaired with special porcelain paint manufactured for refrigerators. This comes in several shades of white, making possible a perfect match.

6. Polish the brass gear which had previously been brought home, and spread with a film of vaseline to preserve against tarnishing.

Fitting Out Season. 1. Scrub unstepped mainmast and booms with warm water and any good grease solvent, wash with clear water, fill nicks with glazing compound, sand with 2/0 sand paper or 4/0 garnet paper, and paint or varnish one coat.

If our mainmast had not been unstepped in the fall, we would not paint it, but would have the yard men go aloft to scrub it down. This was done on *Vida* one busy season. Scrubbing removed dirt and chalked paint, but plenty of finish remained for protection until the following year.

2. Have the yard take off the canvas winter cover. The canvas on a boat our size is too heavy for most women to handle.

3. Knock down frame, label each piece, bundle, and store in shed. (Splinters are the only hazard on this job!)

4. Sweep accumulated dust and rope ends from cabin top and deck. Check cabin caps, edges of deck, and around hatches for paint cracks or separations of caps from canvas. This precaution will catch leaks before they get started. Fill such openings with an elastic seam compound. A dab of deck paint afterwards will prevent the compound from washing out.

5. Wash and paint mizzenmast and inspect tangs and upper parts of shrouds. The mizzenmast is small enough for the Mate to dare this in a bosun's chair.

6. Get to brightwork as soon as weather is mild enough. This flouts the classic system of working from the top down; but as long as incipient leaks have been stopped, the deck job can be left until after launching. Varnishing is considerably easier if accomplished before raw spots have weathered seriously.

Before removing varnish we will have made up a good-sized bottle of our special mahogany stain. We first tried this stain two years ago when a neighboring boat broke loose from her mooring and scraped her bowsprit along our rail, taking off several irregular patches from what had been a perfect, glassy surface. We've used it many times since when a guest's heels, a chafing rope, or just plain weathering has broken down small areas. It takes an X-ray eye to detect the repaired spots.

The formula for our stain is much like a Southern cook's recipe for cake — there is no precise formula which can be followed, but trial and error always ensures

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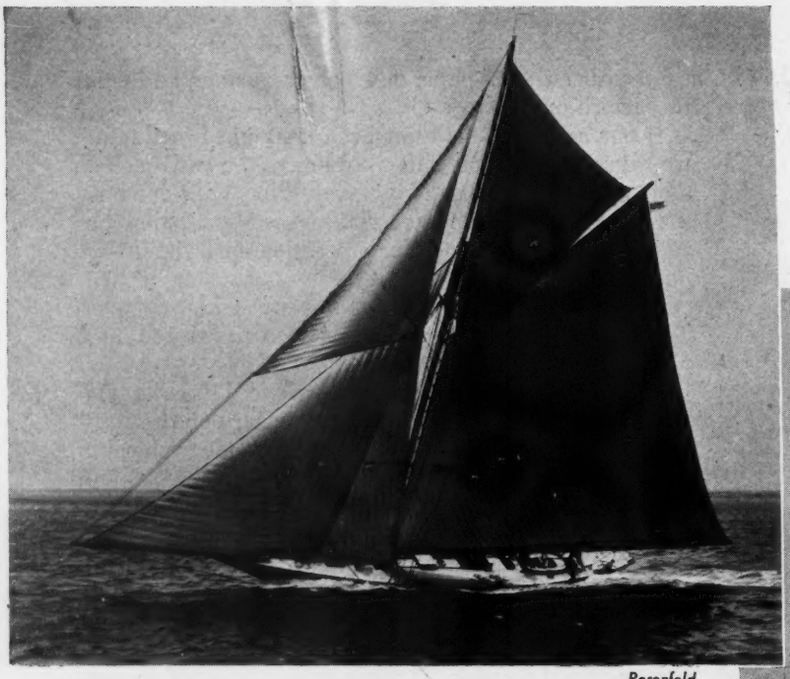
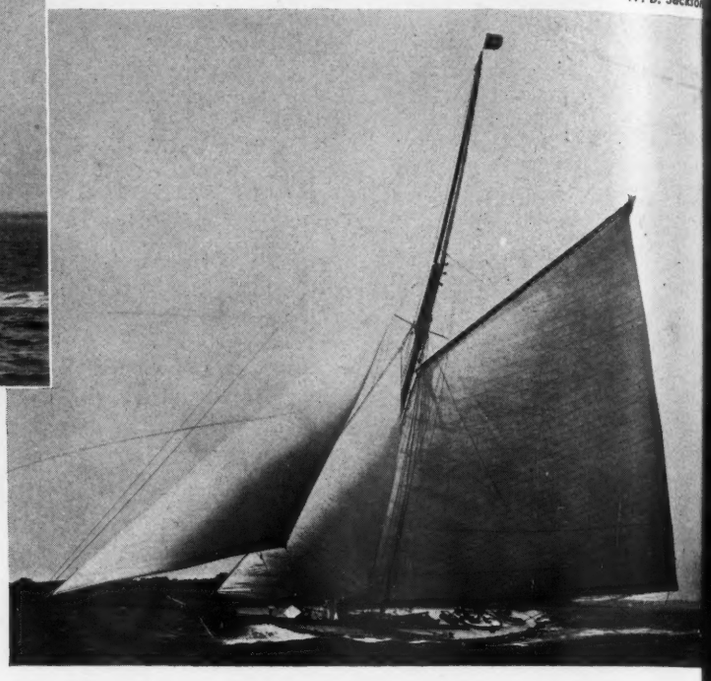
Cracked paint on canvas decks normally would call for paint remover, but we've discovered a satisfactory way of postponing the evil day



Rosenfeld

Before and after: two photos of the famous old Herreshoff sloop "Gloriana." The crosscut sails in the picture below plainly show the vast improvement in the fit of her sails that this method of sailmaking effected. Note the very long battens which were employed in the older mainsail (at left) in an effort to eliminate the curling leach

W. B. Jackson



SAILS AND SAILMAKING

Part II — Some Significant Developments

By W. H. de FONTAINE

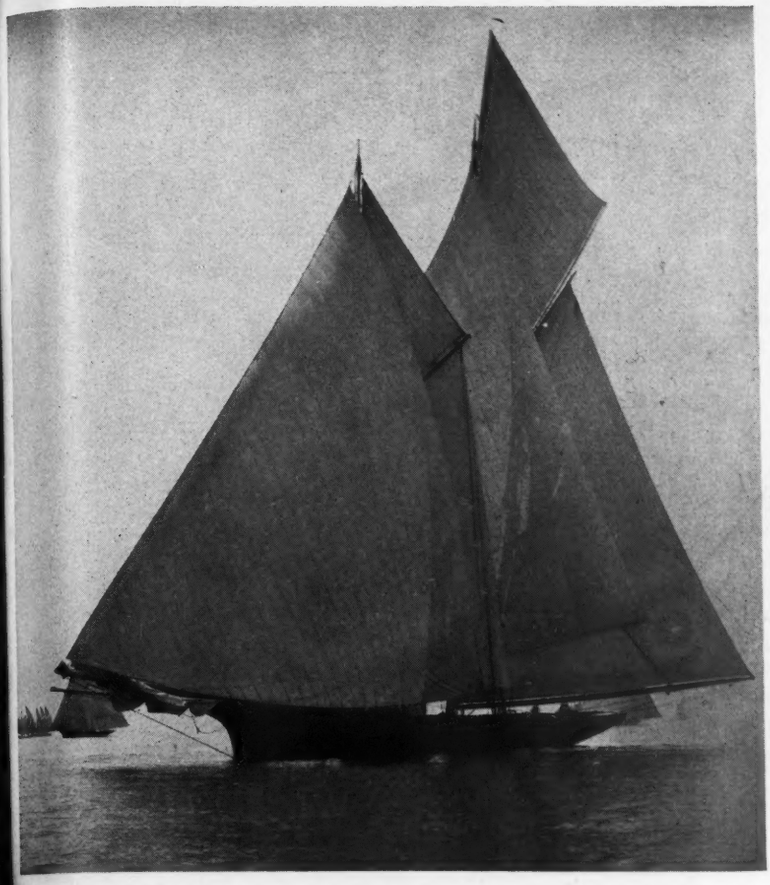
ABOUT the time of the American Revolution there occurred in Britain a series of developments and inventions relating to the art of spinning and weaving that were to have far-reaching effect. The spinning jenny and the power loom developed at this time were largely responsible for the great changes in the weaving art that took it out of the class of a homecraft and converted it into a factory industry. The improvement in spinning technique was particularly important in the manufacture of sailcloth, as the new equipment allowed the use of a shorter staple, thus permitting the introduction of the fibre of the cotton plant for this purpose, where formerly sails had been made almost exclusively from flax.

Now, it so happens that this development has been extremely important to yachtsmen for the reason that, while the flax fibre is stronger than cotton, it is also much more smooth and slippery. The result of this characteristic is that sails made of flax are more flexible than those of cotton and also, because the individual threads tend to slide upon each other in the body of the cloth, flax sails do not hold their shape as well as those of cotton. Due to this tendency of the individual threads to wear upon each other, flax canvas loses weight and becomes more flexible and more porous with use. For square riggers, flax sails were undoubtedly the best available, for they do not stiffen up when soaking wet as does cotton duck, hence, when the men lay aloft in a howling gale to shorten sail it was possible for them to get a grip on the canvas. The tendency of flax sails to stretch and becomes baggy was not important, square sails not usually being cut flat.

Perhaps the best proof of the statement that flax canvas was considered superior for square sails was to be found in the fact that the United States Navy continued to use sails of this material long after cotton had been adopted by the merchant fleet as an economy measure, the Navy never having been noted for its interest in such mundane matters.

One of the important milestones in the long, long road of sail development was the campaign waged by the schooner *America* in the summer of the year 1851, when she sailed to England and defeated decisively the fastest yachts that the British could bring to the starting line. The British yachts were all equipped with loose-footed sails of flax canvas, while *America's* sails were laced to her boom and were made of cotton canvas cut very flat for that day, a radical innovation which proved so successful that flat sails, laced to the boom, soon became the fashion. In recent years, with the development of the jib-headed mainsail and the diagonal gore, loose-footed sails have again become popular in certain small classes and have even been used on some larger yachts, notably the late George Ratsey's *Zaida* and Harold Vanderbilt's *Prestige*, of the "M" class. Such sails have the advantage that their draft can be altered at will while under way, by simply changing the length of the outhaul. Thus, such a sail may be flattened for close hauled work and be given more draft, or flow, when off the wind. Owing to the great strain put upon the clew of such a sail, however, expert workmanship must go into its making.

To the Stevens family, of Hoboken, founders of the Institute that bears their name, probably belongs the credit for the introduction of the crosscut sail. It is recorded by William P. Stephens, in *The Yacht America*, that the big sloop *Maria*, designed by Robert L. Stevens and owned by his brothers Edwin and John, was, as early as the year 1846, equipped with a suit of sails whose cloths ran parallel to the boom. Apparently the new idea



The schooner "Resolute" spread the acres of canvas typical of the racing yachts of the '80s. With all sail set she was a magnificent sight

did not become popular at once for it is not until the year 1893 that the subject of crosscut sails again comes to the fore. In that year Nat Herreshoff, who had become dissatisfied with the set of the vertical cut sails then available, decided to go into making his own sails and, accordingly, established a small loft at the Herreshoff yard at Bristol, R. I. This loft was put in charge of Asa Hathaway, later of Hathaway and Reiser, who had been making awnings and hatch covers for the Herreshoffs for some time. Here the "Wizard of Bristol" decided to do some experimenting.

In a letter to Ernest Ratsey he relates, "I remember very well remarking to my brother, John, that we could have much better setting sails if the seams were perpendicular to the leach instead of parallel to it. In the weave, the filling or woof (cross threads) must naturally be straighter than the warp (threads that run the long way of the fabric) and, as the greater strain is on the leach, or unsupported side of the sail, the filling should be in that direction. This, however, would bring greater strain on the seams and thus make the sails unreliable! To this John replied, after thinking it over a moment, 'Let's try it. See if you can make stronger seams.'"

In the winter of 1893–4 the Herreshoffs were building a class of one-design, twenty-one footers, one of which was for W. Butler Duncan, who used the new crosscut sails on his boat with favorable results. Similar sails were made for *Alerion* and Nat Herreshoff said that these were the finest sails he had ever had and he was thoroughly convinced they were made on the correct principle.

In the fall of 1894, Lord Dunraven challenged a second time for the America's Cup, and the job of designing and building a defender was put up to Nat Herreshoff who, in his letter to Ernest Ratsey, says "we were given an order for the new craft, which became *Defender*, and decided that her sails must be made in the new way." One of the country's leading sail lofts refused to undertake the commission of making sails which departed so radically from the accepted practice, so the Herreshoffs decided to make them in their own loft. Asa Hathaway scoured the country for the best sailmakers he could find. Nat Herreshoff had special canvas woven and undertook experiments to discover the strongest seams. He reports, "I am proud to say that *Defender's* sails were a complete success and we never had a seam of stitching give out." After this the crosscut sail came into its own and rapidly became the accepted standard.

The principal advantages of this type of sail are its greater ability to hold its shape, the elimination of the vertical corrugations, and the curling, reverse roach so prevalent in the older type. With the new crosscut sails it was possible to give them the roach and the flat leach to which we are now all accustomed but which, in 1894, were an innovation. The new sails, like most other things in life, had their drawbacks, however, the chief disadvantage being the absolute necessity of using battens. Until the advent of the crosscut sail these abominations had seldom been used, but from that day on they have remained to plague all sailing men.

Among other controversial subjects, the question of the most desirable width for sail cloths is one that has caused a good deal of acrimonious discussion. Our old friend Pepys reports in 1664, "I had some high words with Sir William Batten about canvas, wherein I opposed him and all his experience about seams in the middle, and the profit of having so many breadths and narrow . . .", and later ". . . a high dispute against Sir William Batten and Sir William Penn about the breadth of canvas, they being for the making of it narrower; I

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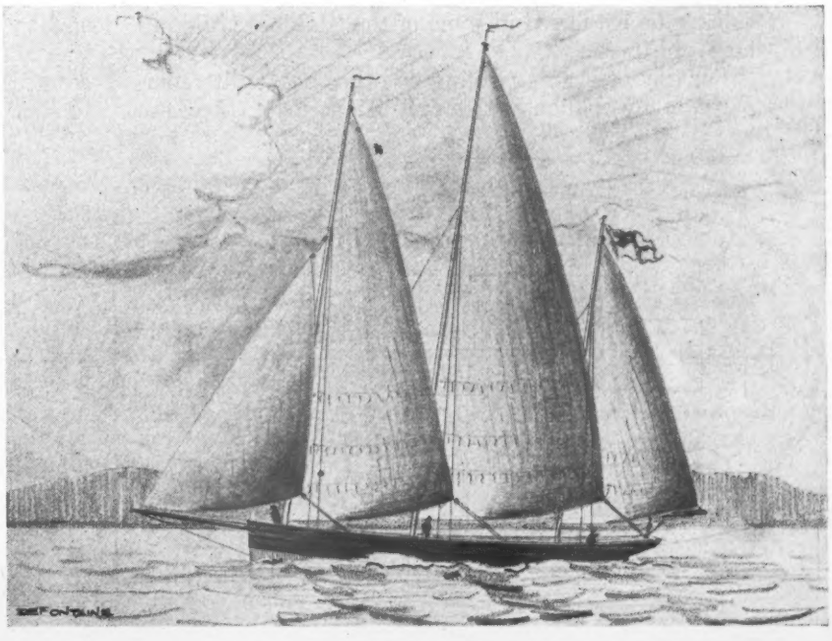


This Bermuda schooner of the year 1834 shows the advances that had already been made in sail design at that time. The loose-footed sails, with the sheets leading well aft, are as modern as tomorrow. Drawing by the author, after a painting by J. Lynn

IN DEFENSE OF THE "CAT"

"Haidee," a Post-War Yacht Suggesting the Revival of the Catboat

By WILLIAM B. OEHRLE

NOW that everyone is talking about the boat he wants after the war, and since some are even going to the extent of sketching her lines, it appears that the choice of the sailing cruiser and auxiliary adherents is a skinny hull with more jibs than *Filatonga* carried in he rprime. But I'm agin it. If everyone wanted a racing boat it might be justified. The cramped quarters, tiny cockpit, and general discomfort of such a boat would be compensated for by owning a winner — perhaps. But, at the same time, this dream boat usually must sleep four, have galley and toilet facilities (and a place to hang up some spare clothing), must be small enough to be handled alone if necessary, should not cost much to build, and must be economical to own.

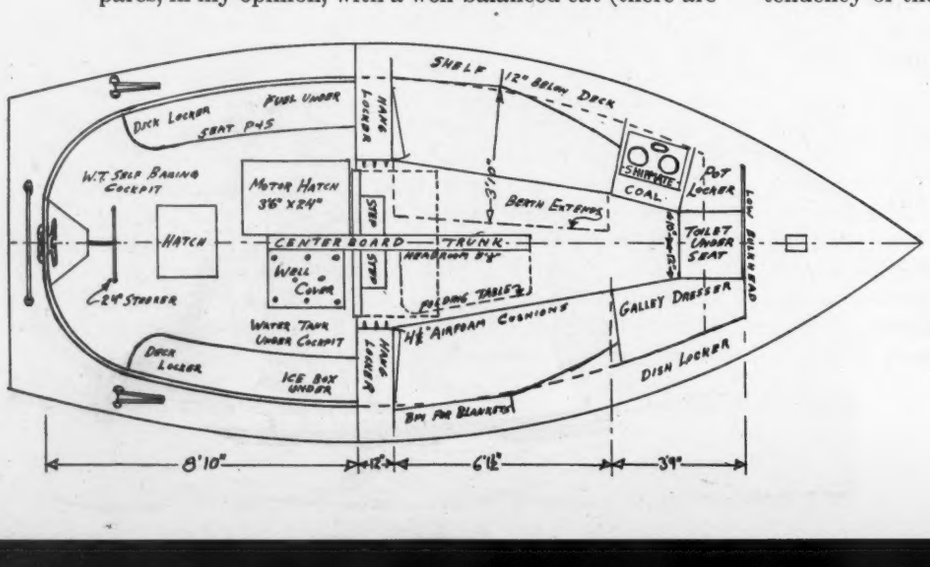
I live on Narragansett Bay, and from observation, believe our yachtsmen are an average group, taken all-in-all. Of late years hereabouts there has been a revival of interest in the catboat. I regard it as a healthy revival of a type of boat that fits the requirements of our pleasure boatmen almost perfectly, and one which has always seemed to me to be worth serious consideration by yachtsmen whose home ports are located between Cape Cod and Florida.

No other type of auxiliary offers as much, for her size, as a good catboat. The only real objection to the auxiliary cat is her limited headroom, and, perhaps, the centerboard trunk in the cabin. Yet, in a wide hull the trunk is not as much in the way as is commonly thought, for there can be ample floor space on either side of it; the trunk is low enough to see over when seated on the transoms, and, by using a wide companionway hatch, one can enter on either side of it. And as for headroom, without going to extremes in either freeboard or height of cabin side, a twenty-four foot cat can have some five feet, and that's not too bad. Many an old-timer that made a good name for herself had less, but today we've been educated to demand the impossible of designers, as may be witnessed in some of the "tabloid cruisers" here and there.

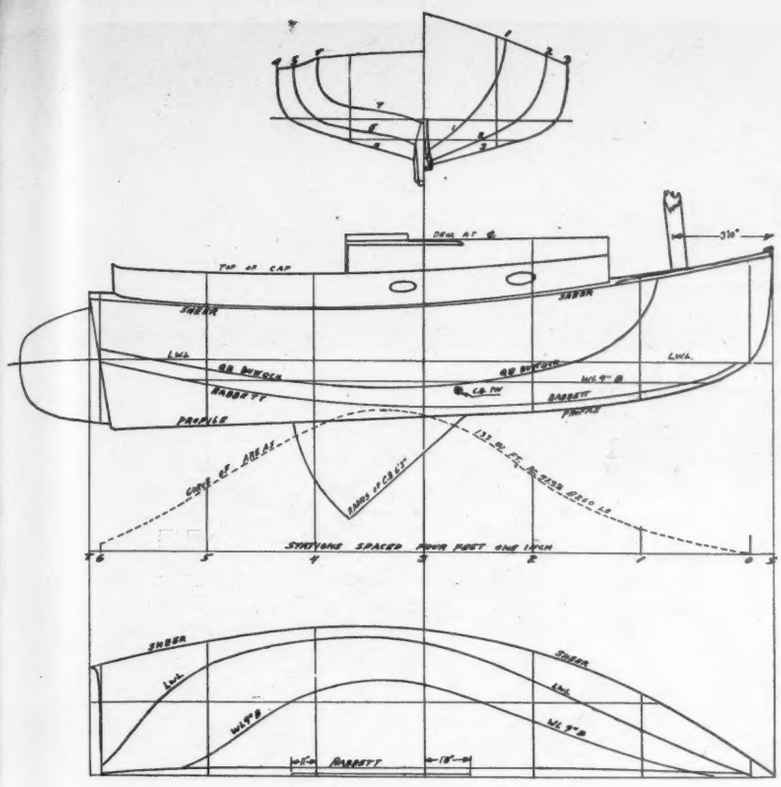
For day or evening sailing no other boat quite compares, in my opinion, with a well-balanced cat (there are well-balanced ones), and if she is well designed and properly rigged, she is often a faster boat than some of our yachtsmen realize. Anyone harboring the opinion that such a wide tub can't go to windward is welcome to it, but he ought to take a sail in the wake of a good cat going uphill in a breeze and notice how she shoulders her way out to windward of her wake. With the thought that a picture is worth many thousand words of description, I have prepared some sketches that may be of interest. The greatest difference between the cat sketched and the familiar type is, of course, the rig. The jib-headed sail is easier to set (having only one halliard, which ought to be of wire), and is closer winded than the usual gaff rig. In sailing the three smaller cats which are discussed later in this article, it was noticed that the jib-headed rig and hollow spars seemed almost to eliminate the well-known rolling tendency of the older type rig when running off at high speed in fresh to strong winds.

"Scrimshaw II" an 18-foot cat with jib-headed rig. This boat, designed by Ernest Arnold and built by Robert Parsons, incorporates the best features of the type

The hull has also been modified slightly in that the usual short run has been lengthened. This is another change which was tried out on the smaller boats and found worth while. The weight of the hollow box-section mast is considerably less than the heavy, unstayed sticks with which the



The huge cockpit and roomy cabin are one of the best things about catboats. The accommodations are generous for a boat of her size



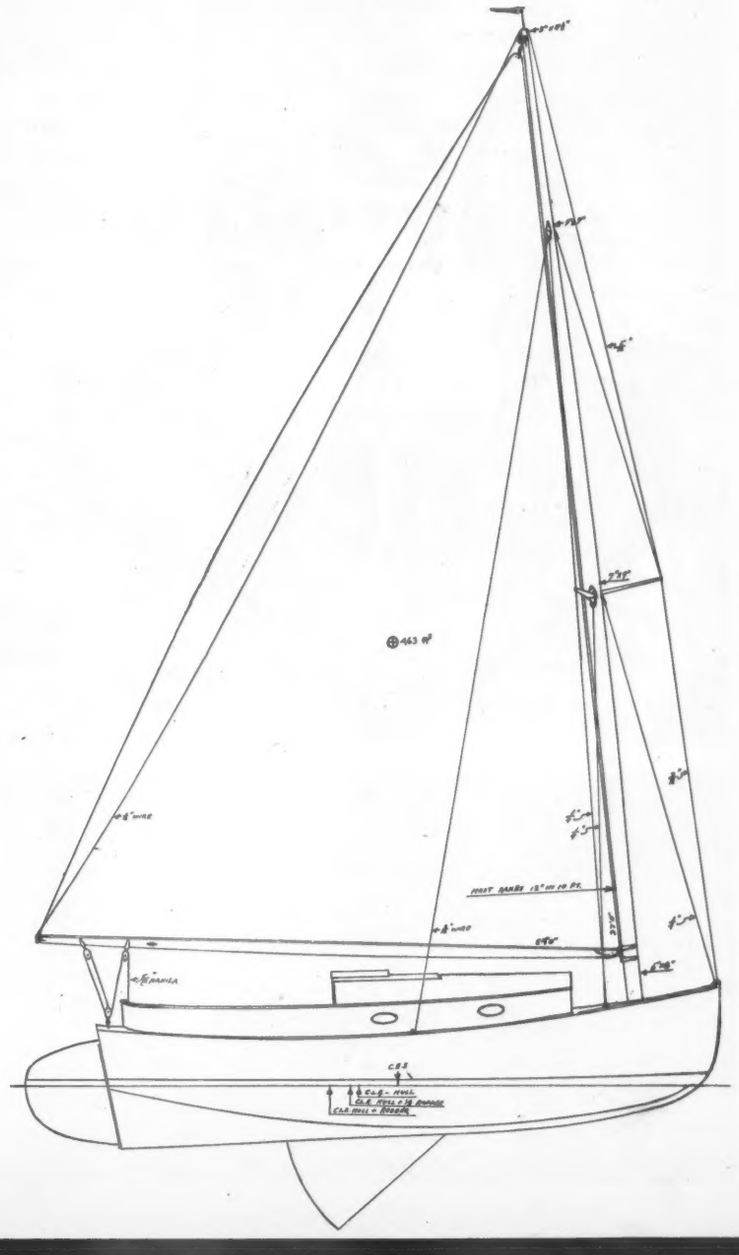
"Haidee's" lines indicate a hull with a pleasing sheer, nice buttocks, and sections that suggest a good deal of sail carrying power

old-timers were cursed, and as the jib-headed rig allows it to be set farther aft in the boat, it is possible to use shrouds effectively. Since the mast location also allows stronger step construction than was usual, this boat should never show that telltale sign of age and hard driving — a wide garboard seam forward where the twisting of the mast has pried the planking loose from the stem and keel. The boom also is hollow, and short enough so its end is well within reach when standing on the after deck. Its reefing tackle and outhaul are led forward along its sides in the usual manner. I have shown runners led aft to levers near the wheel. Many of the old-time cat rigged yachts carried runners set up with tackles, but in this boat no runners will be necessary except in very strong breezes, and if left set up when the boat is at anchor or on her mooring they will prevent that long stick from whipping in a heavy sea. At this point it may be well to mention that a cat is harder on her ground tackle than most other types of the same over all length, and as a result a sizeable mooring and anchors larger than ordinarily carried are indicated.

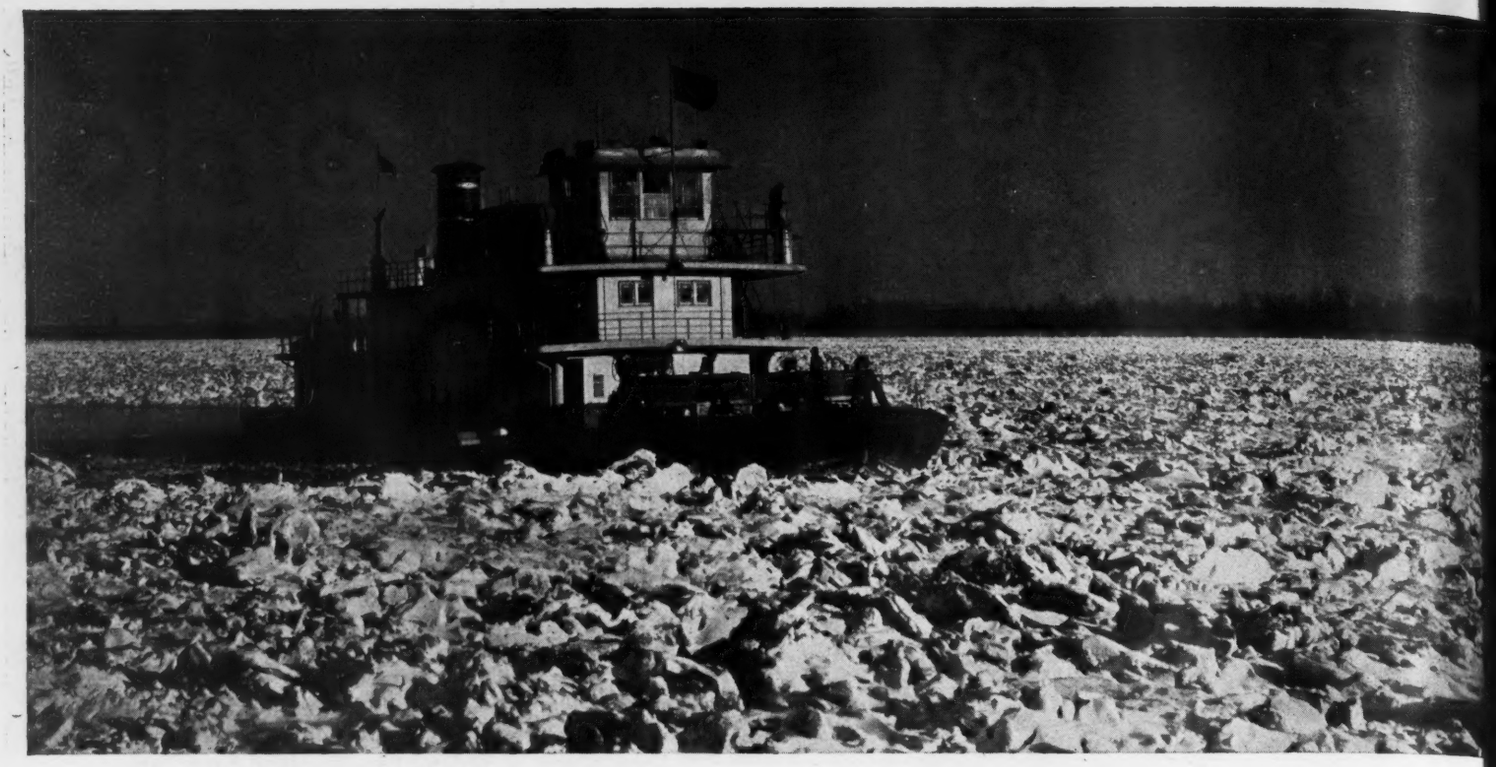
The hull sketched is moderate in all proportions. She is possibly a bit narrower than some catboat men would like, but as she is very moderately rigged no advantage would be gained by extreme proportions. In the old days a cat of this size (twenty-five feet on deck) would carry six hundred square feet or more as against the four hundred and sixty odd specified in the sketch. (We once had a class of cats in the Bay that were twenty-eight feet long and carried a thousand square feet of sail!) The cockpit is nine feet wide and almost as long and is broken by the motor hatch and the after end of the trunk. I would suggest a small reel winch and a stainless steel pennant to handle the board. She will steer with a wheel fitted to the usual quadrant type steerer. The motor controls are led aft and mounted on the staving of the wheel box, and the motor is set off to one side of the centerboard, for several reasons: I would fit her with a solid sternpost extending to the keel, and since the thick deadwood of a cat would seriously affect the power delivered by a propeller set behind it, I would have the wheel hung off to one side on a strut where it works in solid water. By using a feathering wheel she should handle properly under sail, but if the propeller aperture were cut out of the rudder, she would never steer right. At best, centerline location of the propeller would require either an extreme shaft angle or a gear box, and in either event would prohibit using the solid sternpost.

While speaking of motors I think a six horse power one-cylinder, two-cycle engine would be a pretty good selection. My next choices would be a two-cylinder, four-cycle motor delivering about ten horse power at not over a thousand revolutions, or a small "four" delivering about the same power. The little two-cylinder and four-cylinder mills that are alleged to roll out ten to fifteen horse power at around two thousand r.p.m. are definitely not suitable in a boat of this type and size, unless fitted with high ratio reduction gears. Since the motor is off to one side of the trunk, the other side

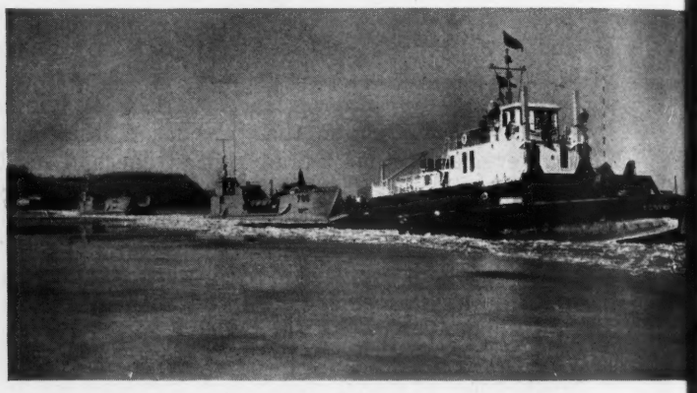
(Continued on page 96)



The sail plan, with its single sheet and halliard, makes for ease of handling, while the well-stayed mast assures keeping the rig in her

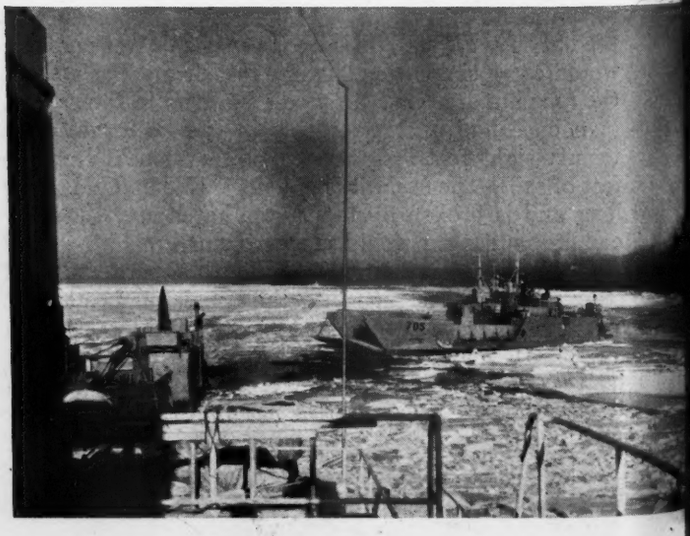


"Del Commune," a Coast Guard ice breaker, smashes through the ice of the upper Mississippi near Clarksville, Mo.

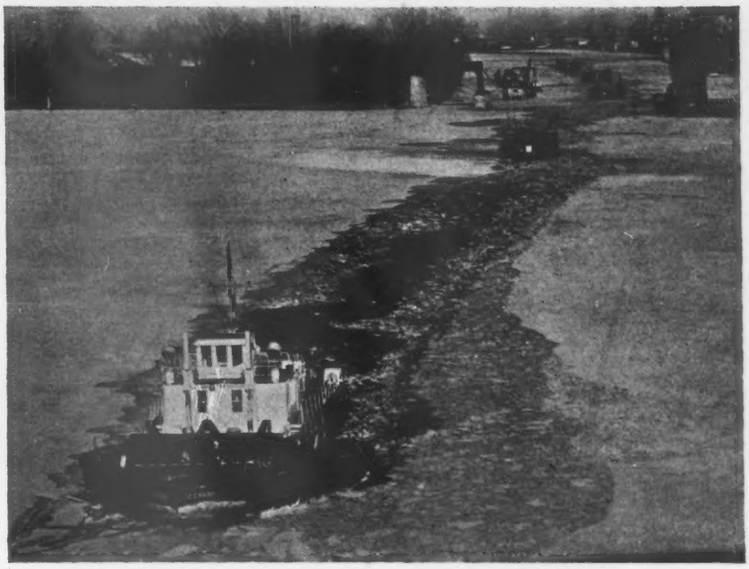


CLEARING A ROUTE TO THE SEA

Today, the once frozen stretches of the inland rivers of the Mississippi Valley are navigable throughout the winter season due to the relentless efforts of the Coast Guard. Top, the "Lantana" leads the way for a flotilla of tide-water bound LCTs. Left, the "Fern," fitted with an "Amsterdam" ice plow. Lower left, this type of "plow" has proven a great success. Bottom, even in the winter the channel twists and winds. Official U. S. Coast Guard Photos



RIVER ICE BREAKING



Trail blazer for invasion craft, a modern Coast Guard ice breaker clears a narrow but ice-free channel

BACK in the late 1930's, when peace-loving Americans still felt that "war just can't happen here," thousands of tons of commerce annually were shipped up and down the twisting Illinois River. But around the first of each year, Old Man Winter took a deep breath, blew, and for the next six weeks the only sign of life was an occasional man or boy fishing through the ice. Then came Pearl Harbor. Munitions plants and shipyards began to spring up almost magically along the river banks. Commerce multiplied until single tows carried more war cargo than ocean-going merchant ships. Truly, the Illinois River, the only inland water link between the Great Lakes and the Gulf of Mexico, had come into its own. But what about the annual freeze-up?

The thought puzzled every person along the stream, from the lowliest river rat to the largest shipbuilder. It wasn't at all logical, they reasoned, for war plants and shipyards to operate ten months of the year at full capacity and then to throttle down because of an icy bottleneck. There was but one answer to the problem — keep the river open even in the severest weather. And there was but one organization to handle the job — the United States Coast Guard, which had spent decades protecting the nation's sea lanes and smashing ice on the Great Lakes.

Jurisdiction over the icy stretches of the Illinois fell within the St. Louis, Ninth Naval District, which was responsible for inland waters stretching from Pennsylvania to Kansas and from North Dakota to Louisiana. The late Captain Stephen S. Yeandle, District Coast Guard Officer, and Captain Beckwith Jordan, now Chief of Staff to the new DCGO, went to work immediately. Both had years of training in Coast Guard operations and understood thoroughly the complexities of ice breaking. While a few skeptics smiled and shrugged at the impertinent plan to alter Mother Nature's wintry scheme, towboats were chartered and early in January, 1942, the 1,180-horsepower *Tom Sawyer*, a twin-screw vessel leased from the Federal Barge Line, left Cairo. Churning into the Illinois River, she smashed ice eight inches thick as far up as Peoria and, assisted by the Central Barge Line towboats *Sylvia* and *Shepard*, she cleared a 15-inch ice jam at Marseilles, Ill., opening what always had been one of the worst stretches during the ice season. The sturdy Coast Guard cutter *Poplar* also came through with an excellent record in keeping the channel cleared around Peoria.

The ice breaker and the frozen river winding on ahead, as viewed from the pilot house of an LCT

For the first time in history, the Illinois was opened to navigation in sub-zero weather of mid-winter; thousands of tons of war material and fighting ships had moved with little or no interruption down an unbroken waterway from Chicago to New Orleans. The Coast Guard had kept the Illinois channel free of ice except for one week early in January. The following winter, the Coast Guard was far better prepared to meet the challenge thrown out by the annual ice fields. A powerful ice-breaking cutter had been built during the summer and fall at Blair, Nebraska. Dubbed the *Fern*, the husky cutter was fitted with an 85-ton floating ice crusher known as an Amsterdam-type plow, modeled after one which had done outstanding work in Holland.

The *Fern* left St. Louis in December of 1942 and on its first assignment crashed with ease through 12- to 14-inch ice up to Seneca, Ill. On the way, she freed a number of tugs and towboats. Later, two federal Barge Line vessels, the *Tom Sawyer* and the *Roosevelt*, were leased by the Coast Guard to aid the *Fern*. Director of the ice operations at that time on the Illinois was Lieut. Commander A. L. Mechling, a veteran in river shipping circles. After a lengthy consultation between Captain Jordan, Colonel Malcolm Elliott, Division Engineer, Corps of U.S. Engineers, Lieut. Commander Mechling and others, new plans were made for a late-winter assault against the upper Mississippi. It was decided that the *Del Commune*, a powerful U.S. Engineers towboat skippered by Captain Glenn Slee, would spearhead the attack.

In spite of the severest cold wave in years, the *Del Commune* left St. Louis in March for the up-river drive. The first major obstacle was met at Clarksville, Mo., where the *Del Commune* ran headlong into the heaviest ice gorge ever seen in that area. Tremendous drifts of ice were piled 12 to 20 feet high from shore to shore above the Clarksville dam. Lieut. Commander Mechling then gave the order to advance against the

(Continued on page 110)

British Combine Photo

During the war's first years small ships of every type, including trawlers and converted yachts, were enlisted in Britain's coastal patrol. Today a majority of these same vessels are still in service

IN THE MORNING WATCH

An Incident of the Coastal Patrol

By ERIC C. HISCOCK

"SHOW A LEG, chief; it's nearly four. Heave out! Rise and shine." Slowly I roused myself to consciousness from the depths of incompleted slumber, to see a bulky figure in streaming oilskins swaying unsteadily in the middle of my cabin. It seemed only a few minutes, not four hours, since I had turned in just after midnight, and for a moment I thought I must still be dreaming. Then I recognized the unshaven face of one of the seamen.

"All right, Olly; I'm awake."

He lurched out, slamming the door behind him. I looked at my watch. Ten minutes to go, and the longing to lie back for just five of them was almost overwhelming. But that, I knew, would never do. It is a matter of self-respect to relieve the watch on time, and to sleep for only a few more moments is generally fatal. I swung my legs wearily over the bunk board and lowered myself to the clammy deck. Holding on with one hand, for the ship was rolling heavily, I contrived to pull on overalls and a sweater with the other, seized my life jacket, and stumbled along the narrow alleyway past the dimly-lighted wireless cabin, where the man on watch was writing on a signal pad, to the galley.

The cook had not yet turned in, for he seldom slept during night patrols. I found him sitting on a stool with the inevitable cigarette protruding from the corner of his mouth and, as usual, his starboard eye was closed against the tobacco smoke which slowly crept up his face. He looked pale and tired but he doled me out a mug of steaming chocolate and some crackers and, with a grin, remarked that it was a filthy night and that he expected to be sick quite soon. It was hot and stuffy down there; the stove glowed a dull red; the plates clattered in their racks; the cups swung wildly on their hooks as the ship lifted and fell. I gulped the scalding liquid and gazed at Cookie's unappetizing once-white jacket, feeling that I also would probably be sick if I remained there much longer.

"Hope we don't meet a Jerry tonight," he remarked as he took the empty mug from me, rinsed it in the sink, and hung it on a hook overhead. "It's not the right kind of weather for a swim. I suppose if we ever do let go a depth charge it'll blow the ship to bits?"

"Dunno," I growled as I pocketed the crackers and left the galley.

Few of us are at our best at four o'clock in the morning and, although no doubt Cookie's remark was intended to be humorous, it did not strike me as being in particularly good taste just then. Although we had been on anti-submarine patrol work for several months we had not yet dropped a depth charge and there had been much conjecture on board about the probable result of so doing. The ship, a converted yacht, was not heavily built, judged by naval standards, nor was she as fast as most other vessels employed on that specific job. Some of the crew — the cook was one of them — thought that before she could get a safe distance away from the explosion it would blow her stern right off; others thought that she would lose her rudder or propellers or both. My own pet theory, especially at four o'clock in the morning, was that she would start so many rivets that the bilge pumps, which were not of large capacity, would be unable to cope with the resulting leaks and eventually she would have to be abandoned. When discussing these somewhat pessimistic ideas, we seemed to lose sight of the fact that the ship had been surveyed by the representatives of the Admiralty, altered as necessary, and then pronounced fit for that

The ship on which the author served was a converted Diesel yacht of 150 tons. Here she is before her armament had been completed

particular service. The naval authorities were most unlikely to detail a ship for a certain job if there were any likelihood of her disabling herself in the execution of it.

When I reached the fore deck, I met the full force of the wind and realized for the first time what a remarkably dirty night it was. For a few moments I could see nothing but, as my eyes grew accustomed to the intense darkness, objects began to take shape: the for'ard gun on its steel platform; the bridge and wheelhouse looming above me with the dim figure of the officer of the watch, muffled in a hooded "lammy" coat, peering anxiously over the starboard dodger into the teeth of the strong southwest wind. The ship was heading to the southwest and, as she lifted and plunged into the head sea, a deluge of spray, rattling like hail, drove fiercely aboard. I did not envy him his job. No lights, no buoys, and shoal patches to leeward.

Seizing my opportunity when the ship had just recovered from a deep plunge, I hastily scrambled along the port side where the sea boiled in the scuppers, dodged beneath the blackout curtain and reached the shelter of the engine room companionway as the next sea came roaring along. Hanging my life jacket where it would be handy if needed, I gripped the oily handrails and slid down the steel ladder to the engine room below.

What a contrast to the murk on deck! White enameled bulkheads and polished brass and steelwork gleaming under the electric lights. The heavy duty Diesels hammering along contentedly, the clatter of the generator engines, the hum of the dynamos, and the whine of high speed ventilating fans, combined to make a symphony of almost deafening noise. This was the very heart of the ship, throbbing with life and energy.

The sallow face of Neale, the second engineer, brightened as he saw me. Promoted only recently from the rating of stoker, he was keen but inexperienced. He was also young, poor lad, and newly wed, and the thought of magnetic mines and submarines worried him considerably at times.

"Any trouble?" I inquired, my mouth close to his ear.

"No, everything's O.K., I think, chief. Starboard generator was running a bit warm, but it's cooled down now."

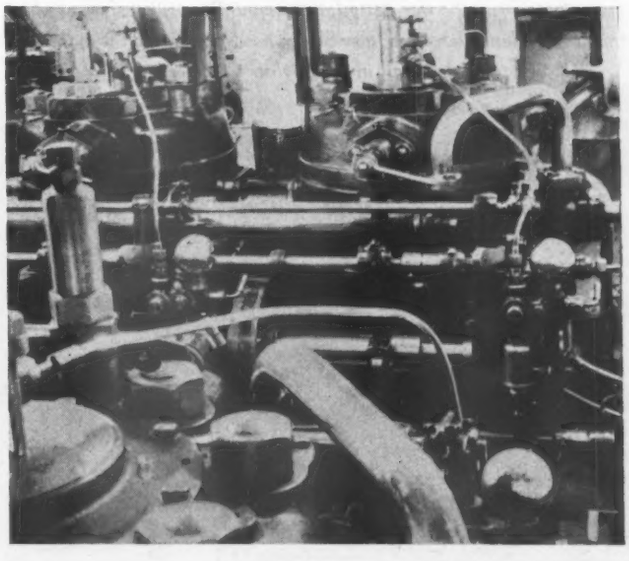
He wiped his hands on a bunch of cotton waste, nodded to me and disappeared up the ladder. Slowly I started on my rounds. There were at least three hours of night patrol to kill before our relief arrived, and then there would be the passage back to our station to make before the welcome order "Finished with engines" was rung down on the telegraphs. The "four to eight" invariably seems the longest watch of all. I checked the oil and fuel gauges, examined the exhaust thermometers, and made a few adjustments to the fuel pumps. I saw that the pilot lights were burning brightly, watched the dynamos humming for a while and gently cleaned their commutators, altered the voltage on the main switchboard a little, and tightened up the governor of the generator engine. It was nearly five o'clock when I had satisfied myself that all was well, and it was then time to drain the sumps and manifolds.

When that routine work was finished, I wrote up the log and then sat down on the battery boxes to smoke a pipe. Time was beginning to drag. I felt sleepy and the steady throb and rumble of the engines seemed to beat a lullaby. Occasionally, as the ship's stern lifted to a heavier sea than usual, the engines would race for a moment before their governors checked them. The clattering noise they made worried me a little but there was nothing I could do about it and, after a while, even that ceased to startle me to complete wakefulness as I swayed automatically to the roll and pitch.

How different this was, I thought, from the last occasion I was out here in my four-ton yacht *Wanderer II*. I was homeward bound from the sunny coast of Brittany at the end of a three months' cruise. I was tired then, too; for I am always tired at the end of a single-handed passage, but somehow I had no desire to sleep; the full moon was there to illuminate the scene, the winking buoys to keep me company, and the pilotage to occupy my mind. The summer breeze was clean and warm, our progress marked by a hissing, phosphorescent wake, and dawn would find us snug in sheltered waters. . . .

The sudden loud clang of the telegraph gongs brought me to my feet. I jumped to answer them. "Full ahead"

"White enameled bulkheads, polished brass and steel work gleaming under the electric lights"



on both. I opened up the throttles and watched the pointers steadily climbing on their dials. Two hundred. Two hundred and fifty . . . sixty . . . seventy. I began to ease them back and finally brought the revolution counters to rest at two hundred and eighty. That would do for the present. We still had a good deal of speed in hand but every engineer likes to know that he has something in reserve.

The voice pipe whistled behind me. I pulled out the plug and answered. The captain's clear voice came down from the windy bridge.

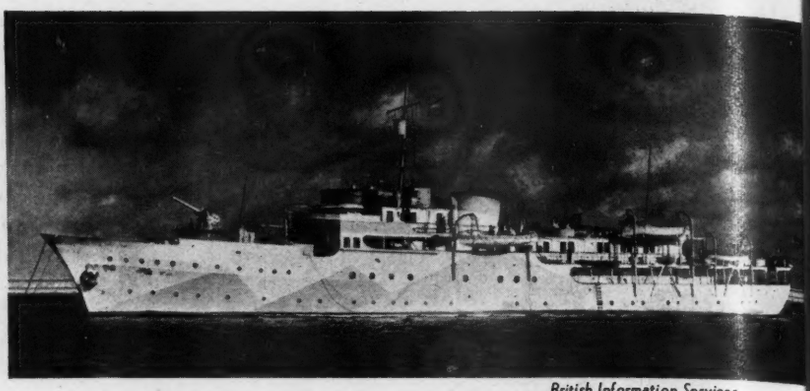
"We're on to something, chief. Give her all you've got, please. I'm having Neale sent down; you may want him."

"Ay, ay, sir."

Having opened the throttles fully I went for'ard and lifted the emergency escape hatch which led to the petty officers' mess on the deck above; it is just as well to have a second bolt hole from a large and congested engine room should the worst befall. The clatter of the Diesels quickly mounted to a steady roar as their speed increased and the ship's motion became wild in the extreme as she drove her bows hard into the head sea with a jar that threw a great strain on the spare oil drum lashings, jerked a few small tools and an oil can from their racks and precipitated the second engineer down the ladder with more speed than I fancy he had intended.

Telling him to stand by the controls and to carry out any further orders that might be sent down, I started on a tour of inspection. Cautiously I climbed and slithered round on the oily steel plates, feeling bearings, feeding oil and checking temperatures. I discovered that No. 2 cylinder of the port engine was running too hot. Collecting spanners from the rack, I began to make the necessary adjustments to its fuel pump. Just engineers' routine work but with an added zest now that we had a real job in hand.

For three long winter months we had carried out a routine patrol. Each evening at dusk, nosing our way out of the estuary into the open sea, we had cruised, generally at slow speed, with our detection gear tuned in to locate the presence of lurking enemy submarines. We had known brief moments of anxiety and excitement but, on the whole, it had been a dull and dreary business as, after all, are most routine patrols. Unspectacular though they may be, they are necessary and,



British Information Services

H.M.S. "Philante," formerly the private yacht of T. O. M. Sopwith, twice challenger for the America's Cup. Today she is playing a major role in the anti-submarine patrol

with convoy duties, form the bulk of the Navy's work in wartime.

A prolonged shrilling of the alarm bell just above my head caused a sudden unpleasant sinking feeling in my inside; for that was the prearranged signal between the bridge and engine room indicating that depth charges were about to be dropped. A final tightening of the spill valve completed the job I was attending to. I dropped the spanners on the engine plates, and, telling Neale to hold on tight to something that could not shift, I took over the controls from him and gripped the clutch levers with all my might until my hands felt as cold and hard as the steel they grasped. I tried in every way I knew to brace myself for the shock I felt sure was coming but there seemed nothing worth while against which to brace my feet.

This, I thought as I waited, is the real thing. This is what we have been trained for and have waited so long to do; and I admit that I felt frightened. Playing about with engines in a warm and well-lighted engine room on an ordinary patrol is not such a bad business and, during those bitter winter nights, I used to feel vastly better off than the men on deck out in the cold, wet darkness. But now I would have given much to have been up there with them. One seemed to stand a better chance in the open; besides, I wanted to see what was going on. That, of course, was quite absurd; for the night was black, and nothing at all could be seen. The submarine, if submarine it was, had been located and was now being chased, not by sight and seamanship, but purely by the aid of a secret and most remarkable detection instrument. No matter how the submarine twisted or turned, no matter whether she lay quite still or raced at speed, she would be hunted down and finally, no doubt, destroyed.

I could picture so well the scene on bridge and deck. The skipper in the wheelhouse with headphones clamped to his ears, would be crouching over the recorder and watching its moving paper beneath the hooded blue light. Occasionally he would rap out a curt order to the helmsman whose eyes never left the dimly lighted compass card, the spokes of the big teak wheel shifting slowly under his hands as he held the ship to her course. The first lieutenant would be standing close beside the voice pipes with which he could communicate instantly either with the engineers or the

(Continued on page 102)

From the moment the war started, the famous Dover Patrol — of which this sleek destroyer is a member — has maintained a night and day vigil in the English Channel

British Combine Photo

The San Diego Bay Penguin fleet celebrated its second anniversary by holding a regatta with the local U. S. Naval Training Station. A Navy crew won the grand prize of the event, the Gearing Trophy

THE MONTH IN YACHTING

DESIGN-IDEA CONTEST CLOSES

▶ During the last week of February, the foot-weary carriers of the Post Office Department became increasingly frequent visitors to YACHTING's editorial offices. In their sacks were tubes of plans, envelopes of plans, boxes of plans . . . and all of them were addressed to the Contest Editor. The number of entries received has exceeded the Editors' greatest expectations, and promises to keep the Judges well occupied for the next few weeks.

Due to YACHTING's publication schedule, it is impossible to announce the awards in this issue, but that announcement will appear in the May number.

SAN DIEGO BAY PENGUIN FLEET CELEBRATES SECOND ANNIVERSARY

▶ The San Diego Bay Penguin fleet celebrated its second anniversary on January 23rd, at which time the fleet members were guests of the United States Naval Training Station at San Diego.

The occasion was celebrated by races between fifteen boats of the San Diego Y.C. fleet and seventeen Penguins from the Station. The grand prize of the event was the Gearing Trophy, a handsome cup put up by Captain H. C. Gearing, USN, commanding officer of the Base. It was competed for in a three-race series, and was won by Wendell Koch, N.T.S. Robert D. Israel, S.D.Y.C., was second and Joseph Jessop, S.D.Y.C., was third. At the conclusion of this event luncheon was served in the patio adjoining the Penguin shed, and a huge birthday cake adorned the head table. Commander J. J. Curley, Jr., executive officer of the Station; Commander S. L. Shade, head of the N.T.S. Recruit Training Department; and Mrs. Curley were luncheon hosts.

Friendly rivalry between local yachtsmen and the Station has added impetus to the popularity of the Penguin fleet on San Diego Bay. The Physical Education Division of the Recruit Training Division has selected Penguins as the "training ships" for the recruits, and the students seem to thrive on learning to sail even though the strong breezes of the Bay necessarily teach them the hard way.

Elmer F. Small has been elected captain of the S.D.B. fleet, Robert Town is vice captain and Arthur Jessup is chairman of the race committee.

E. FAITH ISRAEL

FISHING TACKLE FOR THE MEN IN SERVICE

▶ One of the unique volunteer efforts of the war is one recently organized by the well-known fishing expert, Harlan Major, and a group of enthusiastic fellow sportsmen. Briefly stated, Mr. Major and his co-workers make up kits of fishing tackle and ship them to service men in every theater of combat.

"Although I have called our effort a 'project' it was never planned. It just grew. Shortly after our entry into the war a friend of mine in the Army wrote from Australia that the fishing looked good from where he was but that he had no way of knowing because he could not get any fishing tackle. I sent him some of mine. He was so grateful that I sent him enough for his company, and then later I took on his regiment." Soon requests began to come from every point in the compass, and Mr. Major wrote to tackle manufacturers and later to his friends for help in supplying this growing demand, pointing out that the largest supply of fishing tackle is now stored away in the homes of some seventeen million fishermen.

"It is no longer a one-man project," points out Mr. Major. "It would not be possible without the help of local sportsmen . . . they come to the shop I have set up in our cellar and work evenings, often until midnight. Every bit of fishing tackle that comes in is carefully inspected and, where necessary, is repaired and put into first-class condition. We do not make any standard kits; each item of every shipment is chosen for the particular type of fishing it is to do at its final destination."

Here is an opportunity for every public-spirited fisherman to put his tackle to work. All one needs to do is to pack it up and mail it off to Harlan Major, 115 East 35th St., New York, N. Y.

LAKE MICHIGAN YACHTING ASSOCIATION

▶ One of the early issues of the Lake Michigan Yachting Association's new bulletin, *The Spreader*, draws attention to the important work of that organization. "The activities of the L.M.Y.A.," says D. E. Hobelman, "have been numerous,

Harlan Major

A group of highly skilled machinists donate their time to repairing reels in Harlan Major's basement work shop. When completed they will be sent to members of the Armed Forces

and the influence of its efforts have been far-reaching and widespread in a field which increases annually in its scope. Some of the services rendered are obvious, such as the publication and distribution annually of the Year Book, the sponsoring of the annual L.M.Y.A. regatta, the preparation and revision from time to time of racing and measurement rules, and similar aids to the different member clubs. However, many of the services which have had the most important results — such as harbor improvements — have from their very nature acquired less limelight."

The Association is desirous of obtaining, at the modest fee of $2.50 a year, more sustaining members. Application blanks may be obtained from Edward Buker, 2860 South Quinn Street, Chicago, Ill.

WATERWAY LEAGUE ELECTS

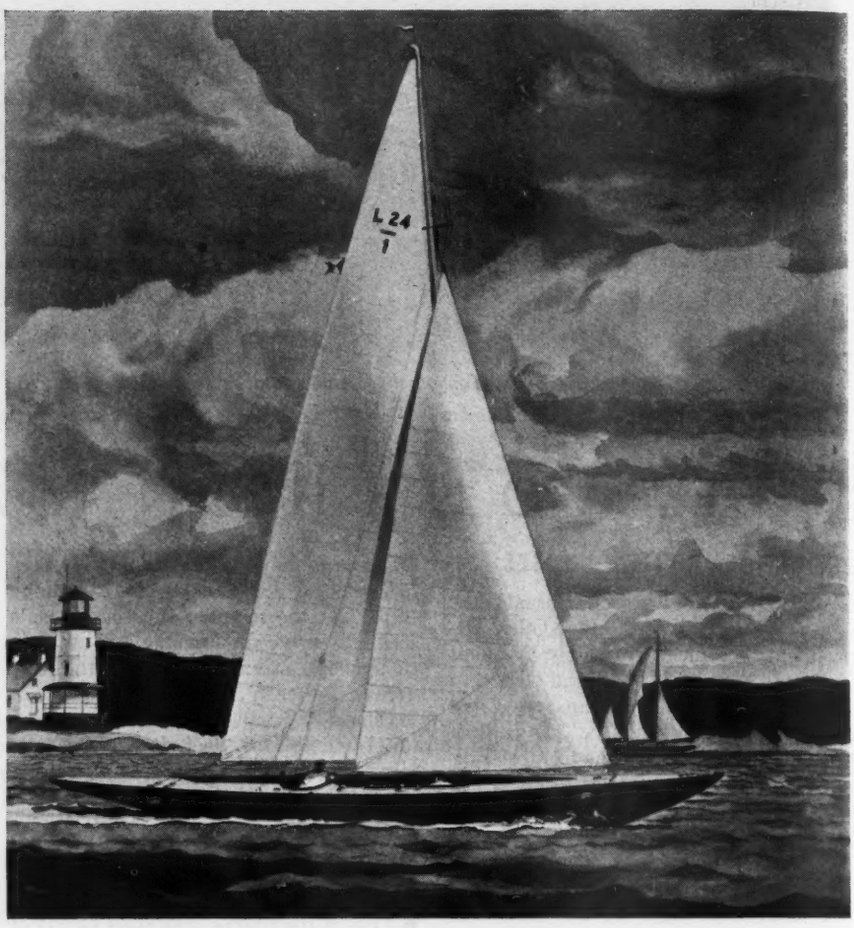
▶ Officials of the Waterway League of America who will serve during 1944 are: Otto B. Schmidt, president; John F. Peper, executive and financial secretary; Samuel Lauterbach, treasurer; and, as vice-presidents, Arthur E. Barton, A. H. Brook, John A. MacIntyre, Benjamin Ocheltree, W. P. Stephens, and Judge Franklin Taylor.

▶ A project of interest to every boat owner has been reported to the Waterfront Improvement Committee of the A.P.B.A. by C. J. Peterson. He states that member clubs of the Association are being asked to prepare charts, photographs and other material descriptive of their home ports for inclusion in the L.M.Y.A. Year Book. When completed, the project will make possible the publication of this detailed information covering approximately twenty-five harbors along the Lake Michigan shores of Indiana, Illinois, Wisconsin and Michigan.

B. HECKSTALL-SMITH

▶ Yachtsmen will regret to hear of the death in London on March 6th of Major Brooke Heckstall-Smith, Secretary of the International Yacht Racing Union and of the Yacht Racing Association. He was 74 years of age. In his position as secretary of these two organizations, Major Heckstall-Smith was an authority on the measurement and racing rules adopted by the Association, and the rules under which yachts are raced in practically all yachting countries. He was also yachting correspondent of the British *Yachting World*.

The signboard which hangs outside the RAF Seafarers Club in Nassau. The membership of this unique yachting organization consists of British student airmen



Theodore C. Ewen's painting of the Six-Metre of modern design and construction which is now under construction at Luders

JOHANNES SCHIOTT

▶ In the death, on February 24th, of former Commodore Johannes Schiott, the members of the Pequot Yacht Club at Southport, Conn., and the younger sailors on Long Island Sound, lost a friend who did much for junior yachting and for the club of which he had been one of the founders and for many years an officer.

After owning and racing several boats in the smaller classes, including the *Eclipse* in the S Class and the Atlantic one-design *Saga*, he had the International 8-Metre *Sonny* built in 1927, and was in at the start of that popular class in the United States. In *Sonny*, between the years 1928 and 1932, he was said to have won more port-to-port races on the New York Yacht Club cruises than were won by any other cutter except the America's Cup yachts. Twice he finished the season at the top of the 8-Metre Class. In 1934 he also took the National Atlantic Class Championship. Only last season he sailed the Atlantic Class *Wind Song*.

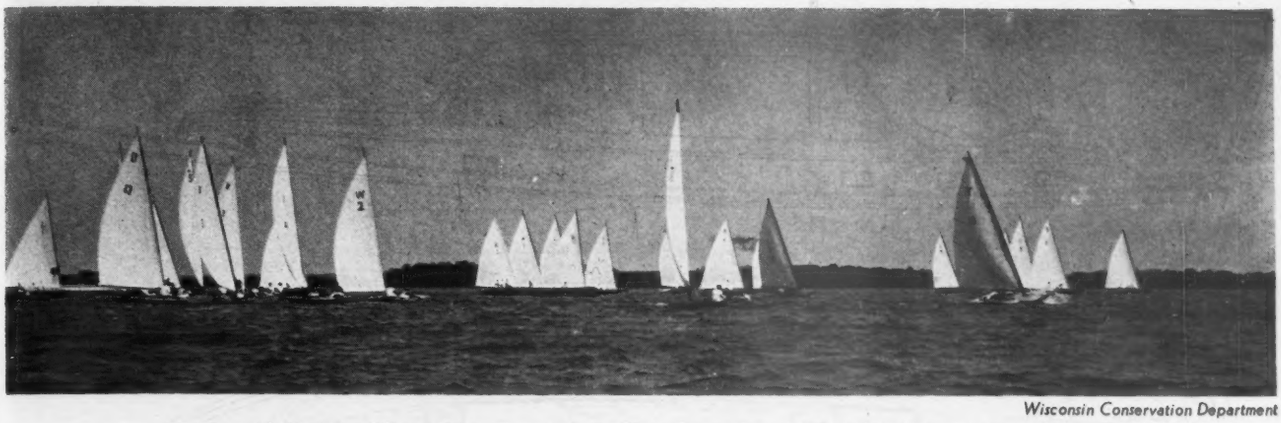
Mr. Schiott was one of the founders of the Pequot Yacht Club in 1919. Believing that youngsters should have proper instruction in sailing, in 1920 he, with other yachtsmen, promoted the Pequot junior activities and himself acted as instructor. These junior activities were later organized as the Pequot Junior Yacht Club, to which he devoted much time and effort.

CALENDAR

June 4 — Spring Race, Huntington Y.C., Huntington, L. I.
July 9 — Annual Regatta, Rhode Island Y.C., Cranston, R. I.
July 22 — Falcon Trophy Race, Cleveland Y.C., Cleveland, Ohio.
July 28–30 — Annual Regatta, Cleveland Y. C., Rocky River, Ohio.
July 30 — Annual Huntington Race, Huntington Y.C., Huntington, L. I.
August 5–9 — Annual Inter-Lake Y. A. Regatta, Put-In-Bay, Ohio.
August 12–13 — Annual South Shore Regatta, Vermilion B.C., Vermilion, Ohio.
August 19 — Annual Regatta, Narragansett Bay P.S.
September 2 — Annual Long Distance Race, Rhode Island Y.C., Cranston, R. I.
September 2, 3, 4 — "Race Week," Narragansett Bay Y.A.
September 3 — Fall Race, Huntington Y.C., Huntington, L. I.
September 7–9 — Lightning Class Regatta, Buffalo C.C., Buffalo, N. Y.

Inter-Collegiate Y.R.A.

April 16 — 9th Annual Spring Invitation Regatta for Lucien Sharpe Memorial Trophy at Brown University Y.C.
April 23 — 4th Inter-Collegiate Y.R.A. Eastern Championship for the George Owen Trophy at the U. S. Coast Guard Academy B.C.
April 23 — 11th Semi-Annual New England Associate Member Championship for I.C.Y.R.A. Trophy at M.I.T. Nautical Assn.
April 22–23 — Annual Coast Guard–Navy Dual Meet, U. S. Coast Guard Academy B.C.
April 30 — 14th Boston Dinghy Club Intercollegiate Challenge Cup (Open) Regatta at M.I.T.
May 6–7 — 4th Annual Inter-Collegiate Y.R.A. New England Championship for U. S. Coast Guard Academy. Alumni Association Bowl at the U. S. Coast Guard Academy B.C.
May 6–7— 4th Annual Inter-Collegiate Y.R.A. Middle Atlantic Championship for The America Trophy at the Navy A.A.
May 20–21 — 8th Annual Inter-Collegiate Y.R.A. National Dinghy Championship for the Henry A. Morss Memorial Trophy at the Nautical Association of M.I.T.
May 27–28 — Dual Meet Round-Robin; Coast Guard versus M.I.T.; Harvard versus Yale; winners versus winners; losers versus losers at the U. S. Coast Guard Academy B.C.



Wisconsin Conservation Department

One of the inland fleets shows its paces. A Class C regatta on Lake Mendota, Madison, Wis.

REPORT FROM THE INLAND LAKES

▶ One of the oldest and most active yachting organizations in the United States is the Inland Lake Yachting Association. Organized in 1897, it comprises the following yacht clubs: Calhoun (Minneapolis, Minn.); Cedar Lake (Big Cedar Lake, Wis.); Delavan Lake (Delavan, Wis.); Lake Geneva (Lake Geneva, Wis.); Maxinkuckee (Culver, Ind.); Mendota (Madison, Wis.); Minnetonka (Waysata, Wis.); Neenah-Nodaway (Neenah, Wis.); Oconomowoc (Oconomowoc, Wis.); Okoboji (Okoboji, Wis.); Pewaukee (Pewaukee, Wis.); Pine Lake (Chenequa, Wis.); Pistakee (McHenry, Ill.); White Bear (White Bear Lake, Wis.). Its officers are: Walter M. Sprinkman, commodore; Fred H. Chute, vice commodore; and Ernst C. Schmidt, secretary-treasurer.

A summary of the past season's activities of the member clubs is as follows:

Calhoun Yacht Club

▶ A successful regatta was held with the Minnetonka Y.C. *Marchioness X*, sailed by McCarthy and Stevens, of Minnetonka, won in the Class C. *Leading Lady*, sailed by John Hunt, of Minnetonka, was top boat in Class E. Sixteen Cubs competed during the season; *Tip Top* was first, *Drift Wood*, second; and Jimmy Morgan also took the series with *Tip Top*. In Class C, *Silver C*, sailed by DeWitt was first and Doug Peterson's *Spray II* was second. *North Star II*, which was sailed by Dick Garwood at the beginning of the season and Jack Culhane during the latter half, annexed the honors of the Class E. *M & M*, sailed by Bob Garwood, was second. The Club has nineteen members in the Service.

Cedar Lake Yacht Club

▶ Throughout the season twelve Cubs competed regularly, and when the summaries were tabulated Dietrich was leading skipper. There was especially keen competition in the "C" fleet of fourteen boats. Paul Fuege won the championship. Thirty-eight members are in the Service.

Delavan Lake Club

▶ Although neither the "Es" or "Cs" did any racing, the Club's Cubs were out in force for each of the weekly races. Eight members are in the Service.

Lake Geneva Yacht Club

▶ The Cub fleet of fifteen boats had a very successful season, with Harry Melges, Jr., taking the championship honors. Eight "C" boats, all skippered by the fair sex, engaged in an all-season tussle, and when the smoke had cleared away Valerie Grunow was top skipperette. Harold Hough took the season's championship of the "E's" seven-boat fleet. Wind was noticeable for its absence in most of the competition, with the exception of Labor Day, which was ushered in with a 25 m.p.h. "breeze." Four "Es" and a few Cubs capsized, but no serious damage was done. On the three Saturdays following Labor Day the Class A fleet competed for the Sheridan, Wacker and the Commodore O. L. Schmidt Memorial Trophies. John F. Perrigo took the first two and Jack Vilas, Jr., walked off with the last one. Mr. Wakeley won the Novelty Race, in which the fathers were the skippers and their daughters were crew. Forty-seven members are in the Service.

Mendota Yacht Club

▶ Elizabeth Olbrich, Jack Bolz and John and Jerry Frautschi took the honors in the Club's ten-Cub fleet. Seven "C" boats competed, with John Sisk and Bob Bolz winning the top ratings, while Max Kliefoth, B. W. Husikamp and Phil Porter were the ranking skippers in the "E" fleet. John Esch is the new commodore. Thirty-nine members are in the Service.

Minnetonka Yacht Club

▶ The Club's most spectacular, and unfortunate, incident occurred on September 1st, at which time their island clubhouse burned to the ground. A highly successful regatta was held on Labor Day, with Hunt winning in Class E, Bob DeWitt in Class C and Louis Hunt in the Cub Class. Despite strong winds and a bit of rain, the Annual Cruise was a great success. Summaries of the Series are: E Class, *Leading Lady* (Hunt); C Class, *C King* (Fletcher); Cub Class, *Zephyr* (Print Hill). Twenty-five members are in the Service.

Neenah-Nodaway Yacht Club

▶ Not being content with having some thirty members in the Service, the Club's skippers took a total of 175 sailors of Lawrence College's V-12 course out on their boats during the course of the summer.

Oconomowoc Lake Club

▶ Seven "C" boats competed, with Jack Hendee, Jr., winning the season's championship and Patsy Rogers placing second. Coleman and Betsy Norris were first and second, respectively, in the Cub fleet. All the perpetual trophies went to the Norris family with the exception of the Wood Trophy, won by George Meyer, and the Frye Trophy, which went to Joan Deckert. Fifteen members are in the Service.

Okoboji Yacht Club

▶ Although the Club's fleet was greatly reduced the season was highly successful. Twenty-six members are in the Service.

Pewaukee Yacht Club

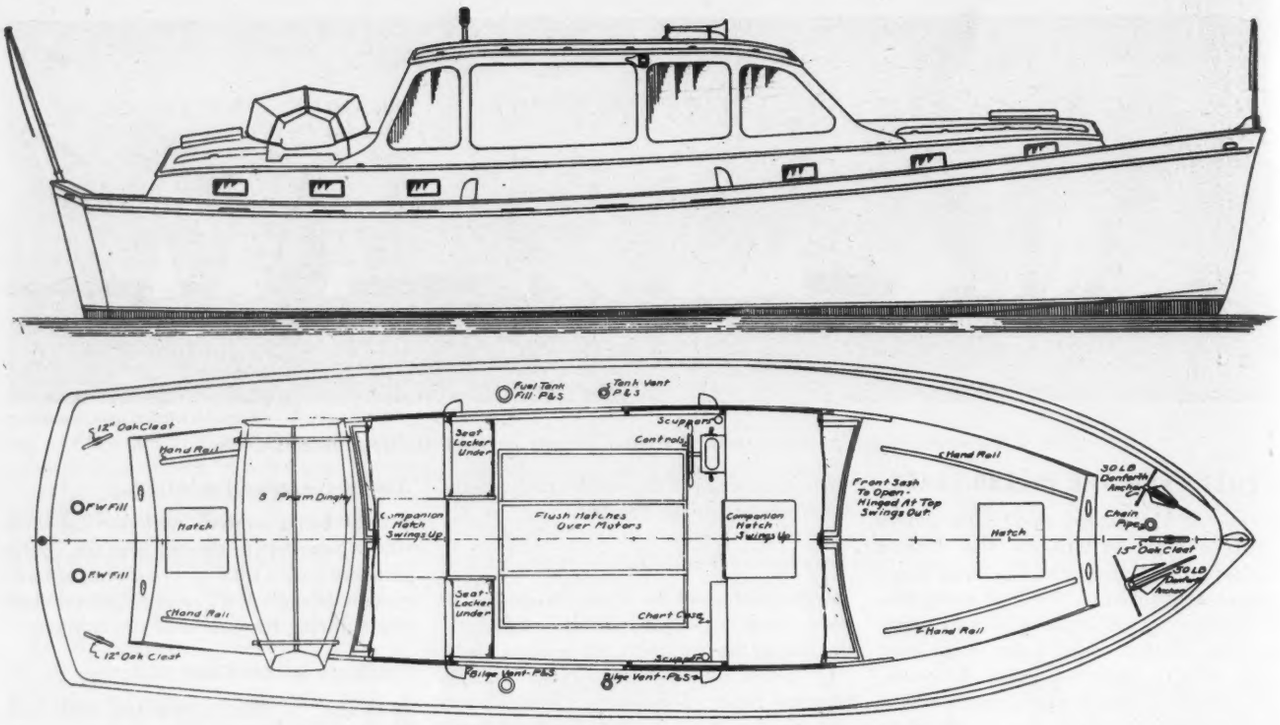
▶ Bob Schieble won the C Class championship, with Irv Burdick and Hugh Wieman taking second and third place, respectively. Twenty-one boats participated in a highly successful regatta which was held under the auspices of the Wisconsin Y.A. Bob Schieble again took the honors. Eight members are in the Service.

Pine Lake Yacht Club

▶ Eight Class E boats, eight "Cs" and eight Cubs participated in the Club's Sunday races. A Cub regatta was held with the Oconomowoc Y.C. for five selected crews from each lake; each of the competing boats were drawn for. Thirty-nine members are in the Service.

White Bear Yacht Club

▶ Twenty-one Cubs, the largest fleet in the Club's history, were in active competition throughout the season. Michael Defiel won the Fleet championship and Fritz Ingram placed second. Seven "C" boats competed, with Sidney Wold winning first place and Bob and Dee Dee Ahrens second. Dr. Karl C. Wold was reëlected captain at the annual meeting. Thirty-seven members are in the Service.



Outboard profile and deck plan of a 38-foot, twin screw cruiser for coastwise use

A V-BOTTOM, TWIN SCREW POWER CRUISER

THE designer of this 38-foot power cruiser, Luther H. Tarbox, of Wakefield, Mass., worked out the plans with the idea of producing a boat which would not be above the ability of an experienced amateur to build by himself with, perhaps, some outside help on some of the more difficult parts of the work. Therefore she is of V-bottom type, but is modern in her styling and she has a maximum amount of accommodation for her length.

Her general dimensions are: Length over all 38′ 10″; length on the water line, 36′; extreme beam, 11′ 3″; beam at w.l., 10′ 6½″; displacement, 21,000 lbs. The cross sections show a hull with straight bottom sections, a fair amount of deadrise and with considerable shape to the topsides. The fore and aft lines are easy, giving a form that will permit fairly high speed. The construction is fairly husky, as the displacement indicates, with sawn frames and seam-batten planking.

She will be powered by twin Universal Cruiser Eight engines, giving a speed of a little over 15 m.p.h. at full power, and allowing a cruising speed of 12 m.p.h. with an economical fuel consumption rate. Cruising radius at this speed is a little over 400 miles, and about 300 miles at full power.

The accommodations below offer sleeping facilities for six, the owner's stateroom being aft with built-in single berths. There are ample galley facilities for normal cruising requirements and adequate locker space.

The engines are enclosed in a soundproofed compartment below the bridge deck, the bulkheads enclosing them from the cabin being watertight.

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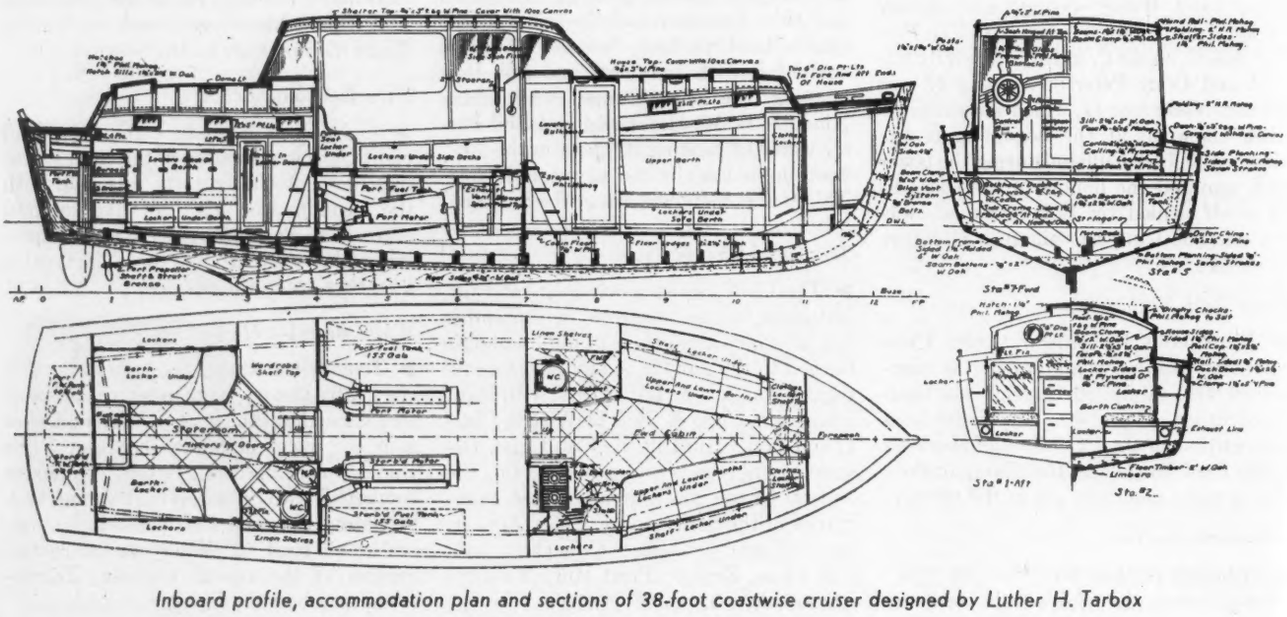
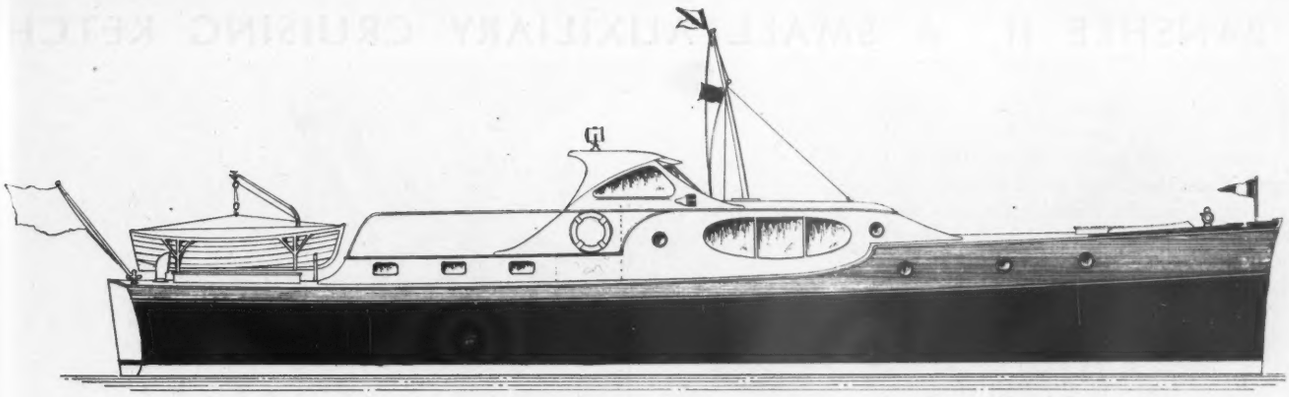


Inboard profile, accommodation plan and sections of 38-foot coastwise cruiser designed by Luther H. Tarbox



Outboard profile of 54-foot fast cruiser with a novel arrangement of deck houses and steering shelter

A MODERN FAST POWER CRUISER

WHAT some of the moderate sized motor cruisers of the post-war period may look like is indicated by the accompanying plans by Wm. H. Millett, of Arlington, Va., naval architect, for a high speed cruiser with accommodations for a large day party. The idea of the designer was to provide plenty of room in a few large cabins in preference to cutting up the space into small compartments.

The boat is of a size that should be popular, the dimensions being: Length over all, 54′ 3″; beam, 13′ 3″; draft, 3′ 4″; and displacement 13 tons.

She is designed for a speed of 25 miles per hour, and power will be furnished by two, 200 hp. motors driving through reduction gears. These engines are located at the extreme stern of the boat, beneath the flush, afterdeck. Access is by two large hinged hatches and the engine compartment is not only large enough for the lighting set, batteries and other equipment, but it is also completely soundproofed. It is protected by a CO_2 fire extinguisher outfit.

Just forward of this engine room are the crew's quarters and galley. Here are two berths on the port side, a table, and hatch to deck, while on the starboard side is a crew's toilet. The rest of the port side is taken up with shelves along the sides and a passage with steps leading up to the deck house. At the forward end is a large clothes locker, a smaller locker for stores, and a control cabinet through which all controls for the twin rudders are located.

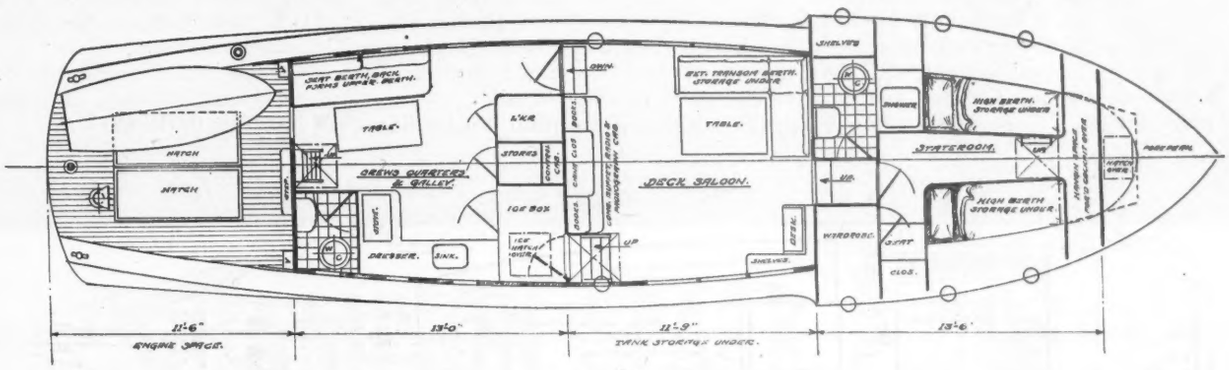
On the starboard side is the stove and a large dresser and the icebox with hatch for deck filling. The headroom of this compartment for a distance of three feet fore and aft is cut to deck level on the starboard side in the way of the steering shelter, while the portion forming the passageway on the port side has the chart table over it to give headroom. This arrangement separates the engines and the crew's quarters from the owner's quarters forward.

The deck house is large and airy, with good vision all around. It contains a large combination buffet, radio and phonograph, with china closet and bookcases at the after end, and also steps leading up to bridge and sun deck over the crew's quarters. Forward, is a comfortably arranged desk on the starboard side and in the center a step leading down to a toilet and shower and to a large owner's stateroom which has two comfortable berths and plenty of hanging and drawer space. At the forward end of this cabin, a ladder leads up to the forward cockpit, which is a particularly pleasant place to ride in one of these speedy cruisers. A 10-foot dinghy is carried on the port quarter.

The boat's scantlings have been worked out as follows: keel, 4″ oak; frames, 1¼″ x 1½″ x 2″ oak, 12″ centers; planking, 1″ cedar; stringers, 1¾″ x 2½″ Oregon pine; floors, 1¼″ x 3″ yellow pine; main clamp, 2½″ x 3″ yellow pine; raised deck beams, 1⅜″ x 2″ x 1¾″.

All decks are to be insulated in way of living quarters. This, coupled with ample ventilation, will make for coolness below deck. The lighting system is to be of the fluorescent type.

The modern concave stern and straight sheer give her a snappy appearance.



The accommodation plan of this 54-foot cruiser by W. H. Millett provides a large galley and quarters for the crew aft, and owner's quarters forward. There is also ample usable deck space

(Continued from page 70)

The bridge deck is protected from the weather by a semi-enclosed shelter. Here the rudder and engine controls are concentrated. A folding chart table is provided as well as built-in seats.

The deck is surrounded by a solid piece of rail, a feature that will be appreciated by the crew when handling anchor lines in rough weather. Space is provided for the stowage of an 8-foot pram dinghy on the after cabin top.

The boat is suitable for coastwise cruising on any coast with the added advantage of being able to go offshore.

The plans reproduced in this section are the property of the designers under whose name they appear. For further information concerning any design address the naval architect in question

"BANSHEE II," A SMALL AUXILIARY CRUISING KETCH

FOR the man who wants a lot in a little, this auxiliary cruising ketch should pretty nearly fill the bill. She was designed by William Garden, a yacht designer and builder, of Seattle, Washington, for Chester Dawson, a Puget Sound sailor, and will be built as soon as possible after the war ends.

She looks much bigger than her actual dimensions, which are: Length over all, 34′ 6″; length on the water line, 24′ 0″; breadth of beam, 9′ 4″; draft of water, 4′ 2″; displacement, 13,000 lbs. From the transom at the deck line to the rabbet forward at the deck, she is 31′ 9″. The sail area of her three lowers is 456 square feet, 215 of which are in the mainsail, 134 in the mizzen and 108 in the jib. The engine is located under the bridge deck, behind the companion ladder.

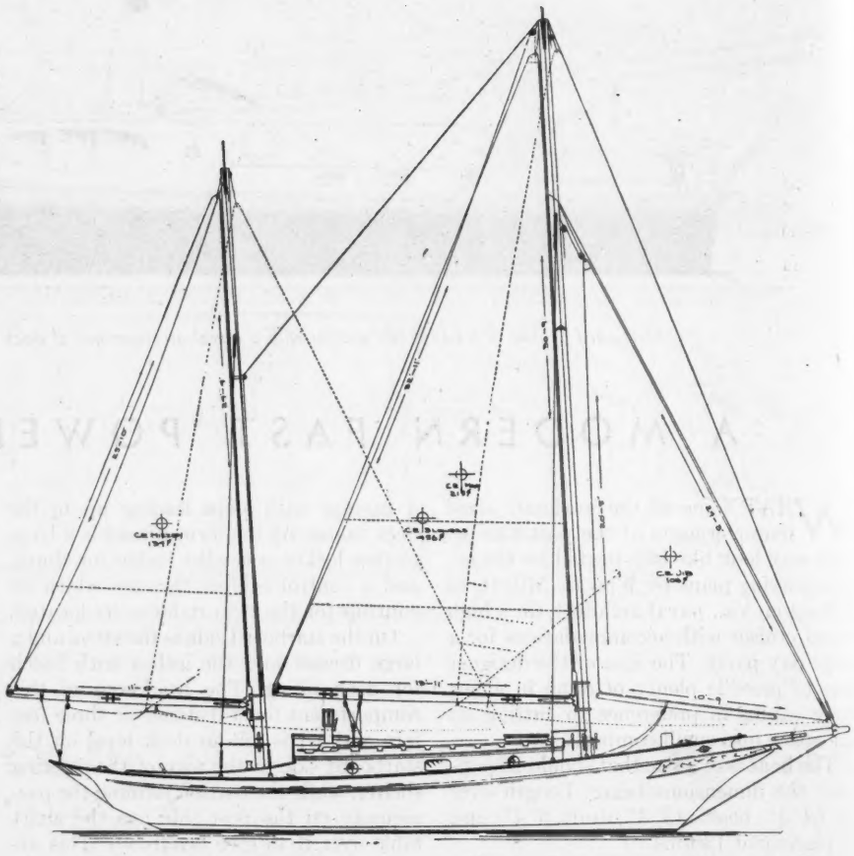
There seems to be a return to the vogue of graceful clipper bows in cruising yachts and this is the third ketch whose plans have been published in YACHTING during the last three months to show this type of bow, with its curved trail boards.

The cockpit is of good size, with seats low enough so that the coaming gives a good back rest. Going below, one finds on the starboard side the galley, with a coal stove; with an enclosed toilet to port. The main cabin has two full length transom berths and, forward, partly under the cabin house, is a built-in berth with a shelf above it. Opposite this is a wide hanging locker, a chest of drawers, and a sail bin — something not usually found in a boat of this size. A hatch in the forward end of the house, assures ventilation.

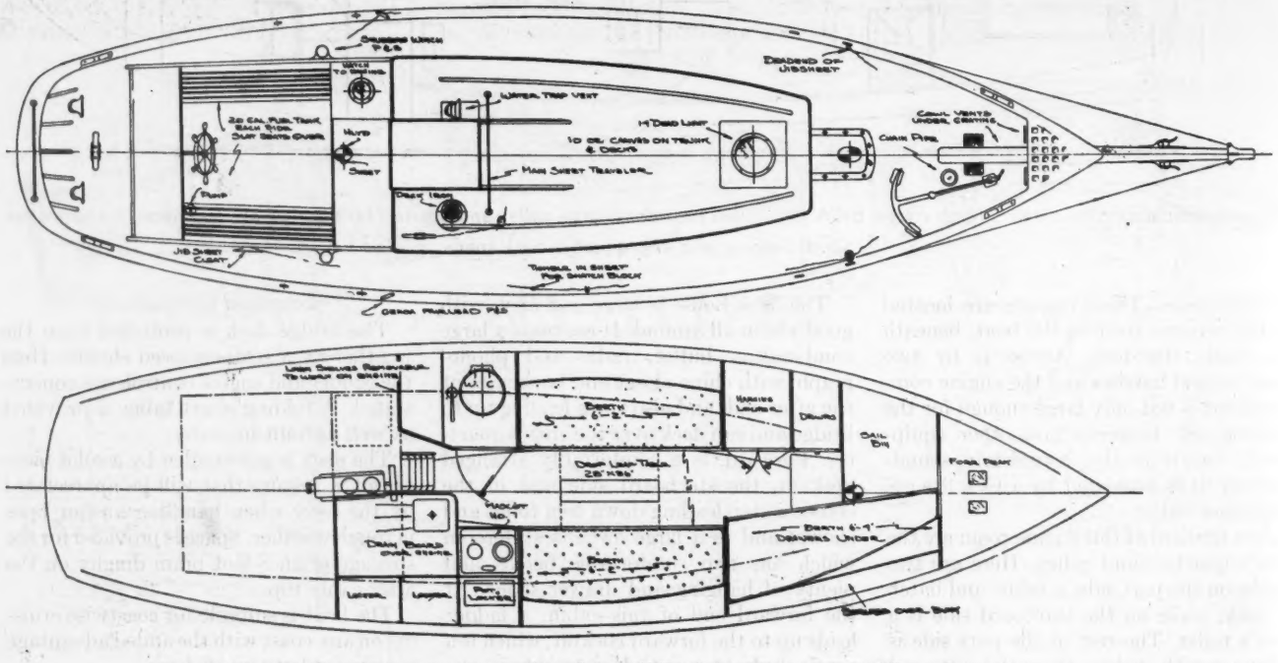
On deck she is well laid out, with the mast coming through the deck and not through the cabin house. With a fife rail around the mast to take belaying pins, and a small grating between the rails forward, with cowl vents under, she looks like a real ship. She should prove very handy, and a lot of fun to sail.

The proposed power plant is a 4-cylinder lightweight engine of about 25 hp.

The new boat will be named *Banshee II*. The owner's first boat of that name was one of the San Francisco Bird class. Later he owned the sloop *Loki*, which he sold just prior to the war.



With a graceful clipper bow, this 24-foot w.l. cruising ketch has a pleasing and able look



Deck and accommodation plan of a small ketch from designs by William Garden

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Speed and the enormous offensive power of its torpedoes are what make a Motor Torpedo Boat the dread scourge of enemy ships. Speed also is its main defensive equipment. Powerful engines are crammed into its light, thin, but strong hull—engines that must always respond with a burst of speed reminiscent of the famous Miss Americas. In many of these miniature warships, as in all of the Miss Americas, Champion Spark Plugs are playing their vital role by providing that flawless ignition which has built for them an unequalled reputation for dependability. Champions are on active duty on every front, on water, on land and in the air.

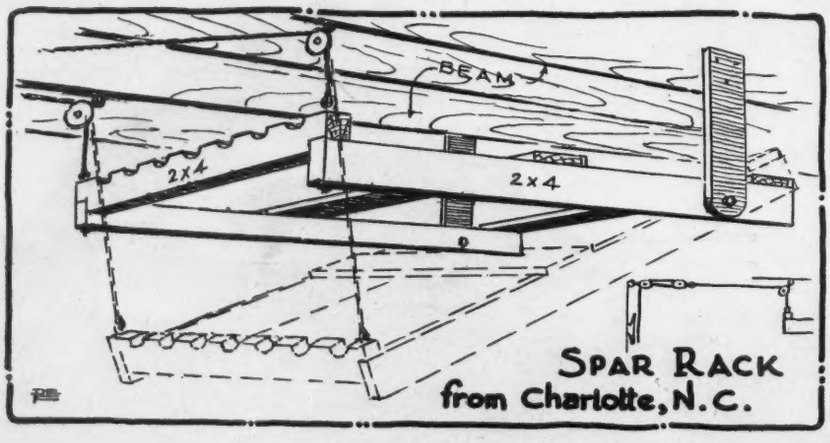
TO SAVE GASOLINE —KEEP SPARK PLUGS CLEAN

LET'S ALL BACK THE ATTACK—BUY WAR BONDS

GADGETS & GILHICKIES

An Overhead Spar Rack

▶ Last summer I ran a description of a spar rack which is used at the Coast Guard Academy at New London for storing the masts of their large fleet of 12′ sailing dinghies. This rack stands on the floor and takes up a good deal of floor space. Where the question of available room is no problem, the Coast Guard's rack, which was designed by Lieut. "Jack" Wood, is quite satisfactory. The problem of storing dinghy masts where floor space is at a premium, however, is not so easy and suggests using the room available overhead.



The accompanying sketch shows a spar rack idea sent in by Joseph Bister, of Charlotte, N. C., which seems to offer a satisfactory solution for the problem. Its principal component is a large frame which should be wide enough to hold six or seven spars (allowing about 9″ for each spar) and about 75 per cent as long as the spars to be racked. This frame has a notched cross member at one end into which the spars will fit; at its opposite end, a simple cross piece will suffice; although it might be a good idea to put a piece of ½″ diameter dowel, about 5″ long, vertically between each spar to serve as spacers on this end piece. Across the middle of the frame is a third cross piece to support the spars and prevent their becoming bent. Properly stored spars should always be supported at frequent intervals. In making this frame care should be taken that a straight line is formed by the bottom of the grooves in the first cross member and the tops of the other two members.

A foot or so from the back end of the frame it is supported from the ceiling by a pair of 2 x 4's, or other suitable wooden members, to which it may be secured with a couple of ⅜″ diameter carriage bolts, care being taken that they are both on the same axis, so that they will act as pivots without binding. Washers should be put on these bolts between frame and support. These supports will probably be spiked to the overhead beams as indicated, and it will therefore be advisable to locate them before the frame is made so that its width will coincide with their spacing. They should be of such length that when the frame is in the lowered position the ends of the spars will not strike the ceiling and, if possible, should allow the frame when hoisted, to clear the floor by about 6′ 10″.

At both corners of the lowering end of the frame are located good, strong eyes to which a piece of ½″ diameter rope will be eye spliced. This piece of rope will be in the form of a bridle from eye to eye, leading through a single block, suitably located in the beam overhead, to a two-part tackle, and thence through another block located over the opposite corner of the frame and down to the eye where it is again eye spliced. This bridle should be long enough to permit the frame to be lowered to about shoulder height. In order to prevent unnecessary wear on the rope, the overhead blocks should swivel freely and thimbles should be used in the eye splices.

To the center of this bridle a simple two-part tackle of about ⅜″ diameter rope is secured, taking care to use a thimble here also, to prevent wear. The standing block of this tackle will be secured to a convenient bulkhead and the fall will lead to a suitable cleat at about waist height. The diagram in the lower right hand corner of the sketch shows the proper lead for this tackle. With this rig, any ten year old youngster should be able to handle the spar rack easily.

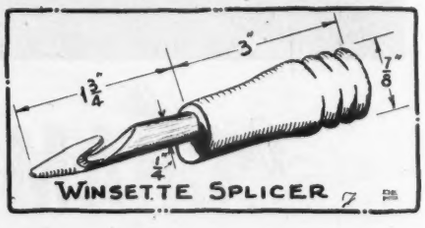
For appearance's sake, I would recommend that the rack and its supports be either varnished or painted and, of course, the rope's end of the hauling part of the tackle should be whipped, all shipshape and Bristol fashion.

For Splicing Small Line

▶ The other day Hunter Winsette, of City Island, dropped in to see me and brought along the oversized crochet hook shown in the accompanying drawing. Having a great deal of small line splicing to do in connection with the gillguys and other useful gadgets that he and his wife turn out for the enjoyment of yachtsmen, he is an expert in the art. As he does splicing professionally he naturally wants to do it as well and as quickly as possible, and so he developed this hook, which he has generously permitted me to illustrate and describe so that others also might enjoy its advantages.

The hook should be of ¼″ diameter brass rod, although steel will do if brass is not available. The groove should fit closely the strand of the rope that you are using, and all edges should be carefully rounded with fine emery cloth to prevent harming the rope. You will note that the shaft is off center in the handle. This is done purposely to permit your index finger to get a better grip around the end of the handle for pulling the strand through the lay of the line. The shaft must be a good fit in the handle or it may pull out in use. It should, therefore, be knurled where it enters the wood. If not knurled, it should be secured by pinning it in position.

In use, the hook is simply poked through the proper lay and a bight of the strand that is to be tucked is laid in the groove and pulled through. It is as easy as that. If the line you are working on is laid up very hard, it may be necessary to untwist it a little to loosen it up. Anyone who has wrestled with splices in small cotton line will welcome this tool as a life saver. If you don't want to be bothered making it yourself you may order one from Winsette, City Island, N. Y., for the very reasonable price of one buck. Not a bad gift to take along for your host the next time you go off on a cruise.



A Simple Time Saver

▶ Any man who pretends to maintain a workshop is bound to collect, over a period of years, a fantastic accumulation of small screws, nuts, lock washers and plain ones. How to keep this small stuff so that it can readily be found is a problem. I have solved it to my own satisfaction by purchasing a dozen glass jars about 3″ diameter and 3″ deep, with screw tops. These stand on a shelf over my bench and each jar contains a separate class of material. Flat-head wood screws, — small; flat-head wood screws, — large; round-head wood screws, machine screws, washers, cotter pins, etc.

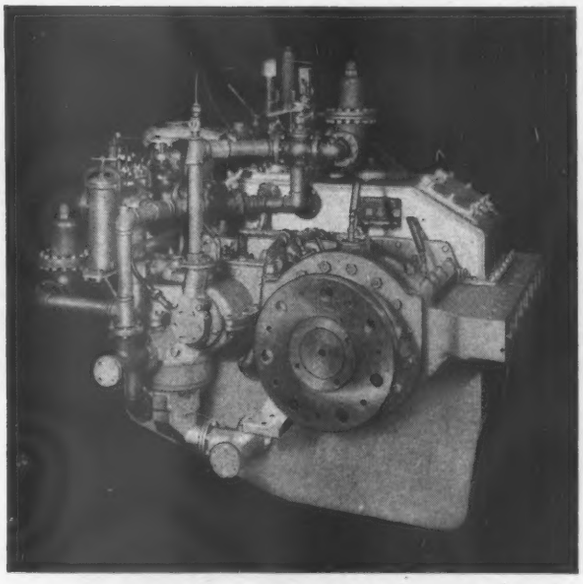
HAM DE FONTAINE

...FROM THE REPORT OF THE ACTION:
"By prompt use of guns, depth charges and ramming, PC 487 performing escort duty in Aleutian waters, recently contacted a Japanese submarine and sank it. The PC 487 took considerable underwater damage, but reached port under own power".

Geared to Kill

Ramming the sub at full speed stove in the PC 487's bow and bent her propeller . . . yet the gears that drive the propellers came through unharmed. We at Westinghouse are proud of that. Those gears were made in our shops . . . precision-hobbed for quietness, efficiency and stamina to stand punishing PC-boat service. These advantages are shared by many other types of fighting craft equipped with Westinghouse precision-built Marine Gears.

For 37 years, Westinghouse has been building propulsion gear units for all types and sizes of commercial and naval craft. To put this experience to work for you, consult your local Westinghouse Marine Engineer. Westinghouse Electric & Manufacturing Company, East Pittsburgh, Pa., Dept. 7-N. J-07216



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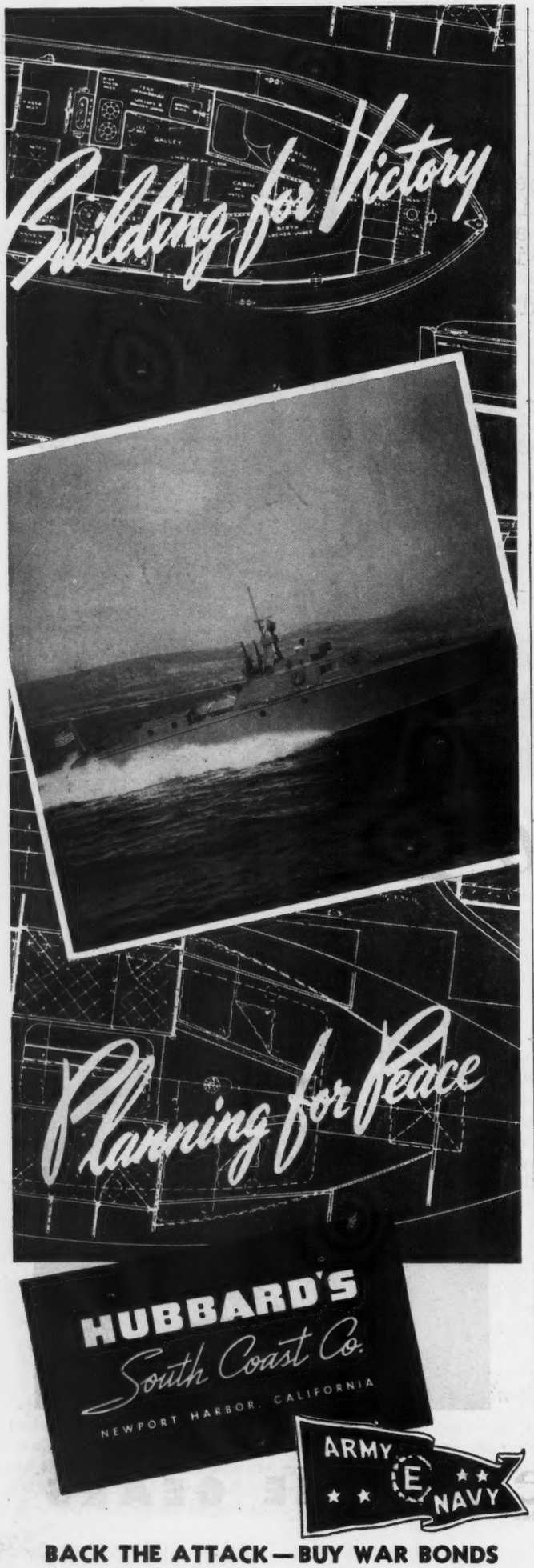
PLANTS IN 25 CITIES . . . OFFICES EVERYWHERE

MARINE GEARS



NEWS

U.S. COAST GUARD AUXILIARY

▶ The Third Naval District reports that Lt. Comdr. R. E. Tyrrel has completed a tour of sea duty and is now back at his post as District Director of the Temporary Reserve. Lt. C. E. Brady, who held the post of Acting Director during Comdr. Tyrrel's absence, resumes his tasks as Assistant Director. Auxiliarists in the Third District who cannot, because of various reasons, perform Temporary Reserve duties, are now busy strengthening their organization with an intensive educational and boat training program. Reservists are performing a great variety of duties at Coast Guard Stations throughout the District. Besides sentry watches and boat handling, these duties include technical and mechanical details in the carpenter, machine, and electrical shops, commissary and identification work, fire watches, tower watches, and other varied details.

▶ Few port security patrols are as vital as those along the Great Lakes. Here, protecting such vital harbors as those at Duluth, Detroit, Chicago, Cleveland, and Buffalo, the Auxiliary and Temporary Reserve of the Ninth District have done and are doing an outstanding job. Some idea of the important contribution made by civilian yachtsmen may be gained from the figures showing expansion of the flotillas during 1943. Auxiliary membership zoomed from 3800 in 1942 to 8300 in the past year. Membership in the Temporary Reserve grew five-fold, from 900 in 1942 to 4500 in 1943. Altogether, 30,000 man hours a week are contributed for patrol duty in the Great Lakes region.

Assistance reports turned in to District headquarters at Cleveland indicate clearly that the men take their work extremely seriously. Hardly a day passes without evidence of the unselfish and often courageous service of the Temporary Reserve. When Mt. Clemens, Mich., suffered a disastrous flood last spring, Flotillas 13–03 and 13–04 quickly mobilized four boats and 14 men, who served untiringly for 24 hours without rest or sleep. In all, they evacuted 350 people to safety, among them many babies and children. They rescued livestock and pets, and performed their duties so well that there were no mishaps.

Reservists have been manning patrol boats, fire-boats, lookout towers, and picket boats on a 24-hour schedule of patrols. They have stood watch on bridges, in shipyards, and at sentry posts at the lifeboat stations. In jeeps, they have patrolled harbor areas and have kept a sharp lookout for fire hazards and evidences of sabotage. Under the direction of Lt. (jg) Charles Wallach, Auxiliary members have studied the numerous subjects which lead to the rating of Navigator and Senior Navigator. The bulk of the Auxiliary training has been directed towards the perfection of the men in their duties of Port Security work. Auxiliary members who have been enrolled into the Temporary Reserve have received additional training stressing general information on Great Lakes shipping, the various land and boat patrols, sentry duties, shipyard watches, tanker inspection, and fire prevention patrol. In the Cleveland area, courses are given at the General Motors Diesel Plant, and Senior Navigators may thus obtain ratings as Senior Engineers. Other courses on the care of gasoline engines lead to ratings as Engineers.

A number of reviews were held by Flotillas during the past year, chiefly at Cleveland, Buffalo, Sandusky, and Detroit. Drill teams reviewed by officers of the regular Coast Guard showed evidence of the snap and precision with which the Reserve has learned to work. Building for the future, a number of Flotillas have already constructed permanent bases. Equipped with galleys, ready rooms, and bunks, these bases are already in use, and will prove valuable in post-war years as well.

"We are looking ahead to further growth in 1944," reports Lt. Comdr. J. Ray Davis, Director of the Auxiliary in the District. "Many of the men who are serving the Coast Guard are doing so at great personal sacrifice, and their work is a real tribute to their public-spirited unselfishness."

SET YOUR COURSE FOR *Greenport**

* *See U. S. C. & G. S. Charts Nos. 299, 542, 578, 579, 1208, 1210, 1212 and 1213.*

***for . . .* NEW BOAT BUILDING . . .**

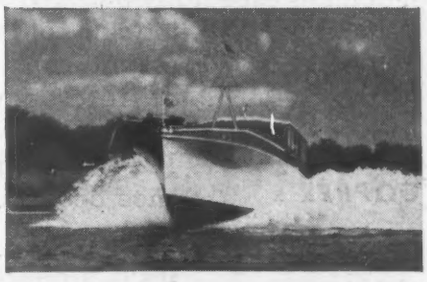
INEXPENSIVE STORAGE & SERVICING . . . IDEAL CRUISING

At this traditional old shipbuilding village, conveniently located, but outside of expensive building and servicing areas, you'll find every desirable inducement.

The extensively equipped shipyard of the Greenport Basin and Construction Company is ready to combine, in your new sailboat, power boat or diesel yacht, the highly desirable features of modern construction, moderate price and outstanding Greenport quality. Add faultless facilities for fitting out, overhaul and storage.

Use protected, beautiful Greenport and Deering Harbors, and Peconic Bay, the center of the East's finest cruising country, as your base of operations for cruising Long Island Sound and "Down East", or for fine local vacationing and fishing. Use the Greenport Basin and Construction Company's marina for mooring, the gasoline dock and the yard store for fuel, equipment, supplies, mail pick-up.

A handsome booklet now in preparation invitingly depicts the boating appeal and the fascinating history of this old Long Island whaling village where Long Island Sound meets the Sea. Write us.



THE GREENPORT
Greenport
BASIN & CONSTRUCTION COMPANY
Greenport, Long Island, N.Y.

ALL ROADS LEAD TO HARPER

When you need fastenings that (1) resist rust and corrosion . . . (2) are non-magnetic . . . (3) are practically non-sparking . . . (4) are usable again and again . . . your road leads to Harper's.

The Harper organization is known as "Headquarters for Non-Ferrous and Stainless Fastenings" because it specializes on these products . . . makes nothing of common steel. Harper stocks 4280 different items . . . operates hundreds of modern machines especially planned for the manufacture of fastenings . . . maintains a large staff of field service engineers. New, colorful 1944 catalog and reference book will be ready soon.

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THE H. M. HARPER COMPANY
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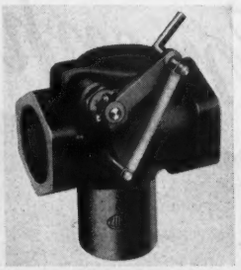
HARPER
EVERLASTING FASTENINGS

WATERFRONT NEWS

By "BEACHCOMBER"

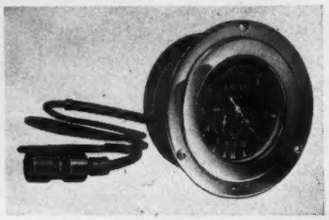
A NEW EXHAUST SILENCER VALVE



▶ A new silencer valve has been developed for use wherever dependable, positive silencing of engine exhaust is a military urgency. Engineered to kill sound instantly, as well as to help reduce back pressure, this exhaust silencer valve is interchangeable and easily installed. It is operated by manual control and comes with threaded, flanged or welded connections. Advantages are its simplicity in design and operation and ease of installation. It is expected by the maker that this type of silencer valve will find wide post-war application.

J. A. Zurn Manufacturing Co., Erie, Pa.

A SPEEDOMETER-LOG BY KENYON



▶ An instrument to register accurately the speed and distance run by sail and motor yachts is a combination of three instruments in one, namely, a speedometer, a log, and a ship's clock.

The clock, which may be mounted in any part of the ship, contains an electric circuit interrupting device which transmits timed impulses to the integrating mechanism in the indicating unit of the Speedometer-Log. The speedometer unit operates from a pivoted strut which projects through the bottom of the boat and readings are transmitted to the conveniently-placed indicating dial.

The distance run is determined by a feeler arm which is released every thirty seconds by the clock. The arm makes contact with a cam on the speedometer pointer shaft and the length of the arm's swing is limited by the cam, which, in turn, is limited by the speed of the boat. At zero speed the arm does not move but, as speed increases, the swing of the arm increases in length. Thus the arm takes a reading from the speedometer every thirty seconds and automatically moves the recording hand ahead to correspond to the distance run in the past thirty seconds.

The speedometer-log is made in scale ranges of from 10 to 30 knots (full scale readings) and is applicable to any boat. It is a useful instrument when a boat has to run for some time by dead reckoning.

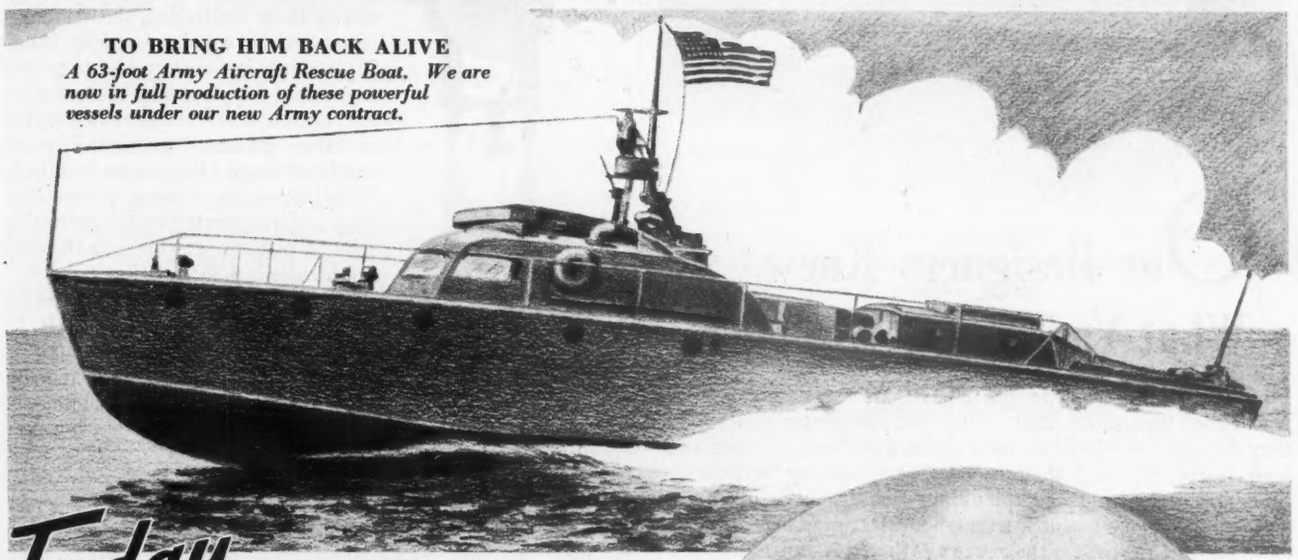
The Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

SEAGOING SALT & PEPPER SHAKERS

▶ This pair of shakers has been developed over a period of years by a cruising man who has had his fill of shakers that don't shake. Made of walnut, and nicely turned and hand finished, they make a handsome addition to any ship's mess table. The pepper shaker is just that, but the salt shaker contains an ingenious device to assure the salt running even in damp weather. They may be purchased either as a pair or separately, and three pounds of salt crystals are included with the salt shaker. Priced at $2.50 each — $5.00 for the pair.

Winsette, 358 City Island Ave., City Island 64, New York.

In Peace as in War
WE BUILD FOR AMERICA

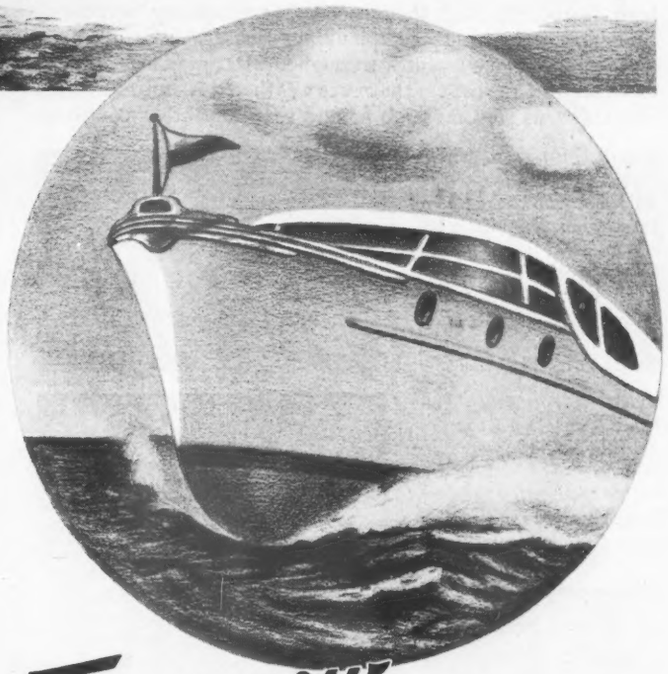


TO BRING HIM BACK ALIVE
A 63-foot Army Aircraft Rescue Boat. We are now in full production of these powerful vessels under our new Army contract.

To-day SPEEDY • STAUNCH • DEPENDABLE SHIPS TO RESCUE AMERICAN LIVES

The superiority of Truscott Craftsmanship is reflected in the stamina and brilliant performance of the many Navy Aircraft Rescue Boats we are building. Every day, all over the world, these sturdy ships and their gallant crews are rescuing American Airmen. In this hazardous work, it's quality that counts. The confidence of the crews of these boats is a tribute to the skill and devotion of the men who build them. After Victory, skills and methods born of war, will bring you finer than ever Truscott Cruisers at popular prices.

BUY BONDS TODAY, BUY A TRUSCOTT CRUISER TOMORROW



DISTRIBUTORS AND DEALERS

America's most beautiful line of Cruisers will be ready when Victory is won. Stunning new lines, speed, economy, comfort, and safety features heretofore unknown —all incorporated in the new Truscott Pleasure Craft. Many choice territories are available to responsible parties. We have a Post-war plan supported by National advertising that will assure success when coupled with personal initiative. Write us today for information.

To-morrow FAST • SAFE • COMFORTABLE PLEASURE CRAFT FOR AMERICA'S ENJOYMENT

TRUSCOTT Pleasure CRAFT SINCE 1885

TRUSCOTT SKETCH BOOK *Free!*

A preview of sparkling new Truscott Post-War Cruiser designs now being prepared. Your copy of the sketch book will be mailed when ready. Send this coupon today to Department YA4.

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City_____ State_____

TRUSCOTT BOAT & DOCK CO.

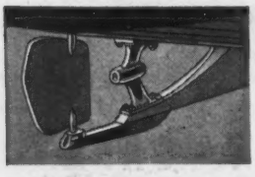
ST. JOSEPH, MICHIGAN

Our Designers Knew What Yachtsmen Wanted!

For years, now, Owens designers have put seaworthiness first. Yachtsmen themselves, they knew what yachtsmen wanted. So they designed sturdy all-weather cruisers with ample beam and high freeboard. And they specified extra-heavy white oak timbers, choice mahogany planking, Everdur bronze screws, and similar safety features throughout. Result: The toughest, most seaworthy cruisers that ever weathered a storm. Further result: Owens sold more 30-footers than any other company.

Room Enough to swing a cat, as the old salts put it. This photo shows the 11′x9′ main cabin. But that's not all. Far from it! Up for'ard there's another 2-bunk cabin, plus a man-sized galley and lavatory. All this and 60 sq. ft. of open cockpit, too! She's a real yacht!

Extra Strength: You won't worry when you're cruising shallow water in an Owens. Not with heavy bronze castings . . . shown in the sketch below . . . to protect underwater parts. Notice, too, how keel, strut



and rudder are streamlined to admit more solid water to the propeller and increase speed. Owens designers don't miss a trick!

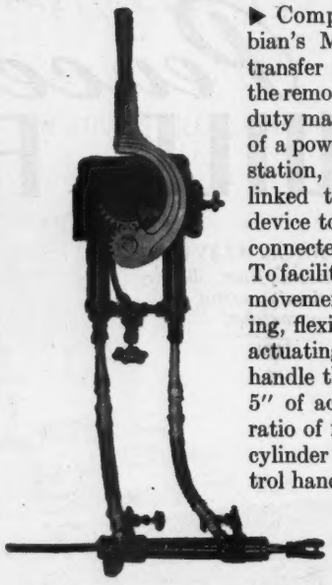
On Every Front you'll find Navy-operated landing barges built by Owens, America's third largest manufacturer of such craft. In addition, Owens aircraft rescue boats serve the Army the world over. But after Victory, Owens will be building the sweetest new cruiser ever . . . for you. Orders for the new Owens are already being accepted. Deliveries will be made, after the war, on a basis of priority of orders. Meanwhile, let us send you our prewar catalog. Write for Catalog Y, Owens Yacht Co., Baltimore-22, Maryland.

Save For Your Postwar Owens With War Bonds.

OWENS 30 ft.
The Ideal Cruiser

OWENS YACHT COMPANY, DUNDALK, BALTIMORE, MD.

HYDRAULIC REMOTE CONTROL FOR REVERSE GEARS



▶ Compact and rugged, Columbian's Model BL hydraulic motion transfer mechanism is well suited to the remote control of light and medium duty marine reverse gears. Consisting of a power head, located at the control station, and an actuating cylinder linked to the reverse gear or other device to be controlled, the system is connected by a pair of copper tubes. To facilitate installation and to permit movement of the cylinder on its mounting, flexible hoses are provided at the actuating cylinder. Moving the control handle through 100 degrees results in 5″ of actuating cylinder stroke. The ratio of force exerted by the actuating cylinder piston rod to force on the control handle is 6.25:1.

The system is designed for use with ordinary SAE 10 lubricating oil, although it will operate satisfactorily with either standard telemotor oil, or even with Diesel fuel oil. The only connection necessary between control station and operating position is a pair of copper tubes.

The Model BL control has been successfully applied to Diesel engines developing more than 200 hp., and, in general, it is recommended by the manufacturer for any marine reverse gear or other remote control application requiring a controlling torque of not over 200 pound-inches. This system, installed, costs about the same as an equivalent mechanical system.

Columbian Bronze Corporation, Freeport, N. Y.

NEW BOOKLETS RECEIVED

▶ From the Standard Steel Spring Co., Coraopolis, Pa., *The Coronizing Process of Metal Coating* which describes their new method of protecting ferrous or non-ferrous metals with nickel and zinc alloys which, it is claimed, provide unusual corrosion resistance. It appears to have many marine applications. . . . From R. S. Danforth, 2121 Allston Way, Berkeley 4, Calif., a data folder containing reports, official and unofficial, on the performance of the Danforth Anchor in Navy, Army and Coast Guard vessels. These data will be of interest to both builders and architects. . . . From the Josam Manufacturing Co., Empire Building, Cleveland, Ohio, a new catalog describing their line of marine products, which includes ports, lights, plugs, valves, and strainers. This catalog is designed to aid the naval architect and gives detailed, dimensioned drawings of the products. . . . The Schwarze Electric Co., Adrian, Mich., manufacturer of audible electric signals, has just published a new catalog. Products include a wide variety of horns, trumpets, bells, buzzers, gongs, chimes, and sirens.

The Radio Corporation of America, Camden, N. J., has published a pamphlet on their Electronic Gun for spot-gluing plywood assemblies. It describes in some detail the advantages of their new technique. . . . The Plymouth Cordage Co., North Plymouth, Mass., recently issued a new booklet known as *War Emergency Service Book No. 4*. It is intended to clarify the provisions of the new "M-84" order, as amended October 27th, and should be useful to all who use rope. . . . From the Aluminum Company of America, Pittsburgh, Pa., comes a booklet called *The Imagineering Notebook* which is intended to stimulate thinking on the post-war uses of their product. It contains many provocative suggestions for the designer and the executive charged with post-war planning. . . . Copies of these booklets are available gratis. Write the manufacturers on your business letterhead.

CORRECTION

▶ Through error, the price of the Training Sextant described in the March issue was given as $3.25. It should have been $3.75.

246,000,000 POUNDS OF RUBBER

...coming up!

THE Neches Butane Products Company is being put into operation.

That means 200 *million* pounds of butadiene a year, enough to make 246 *million* pounds of synthetic rubber! It means that in this source alone the United States will have a synthetic rubber production equivalent to the natural rubber of 45 *million* trees!

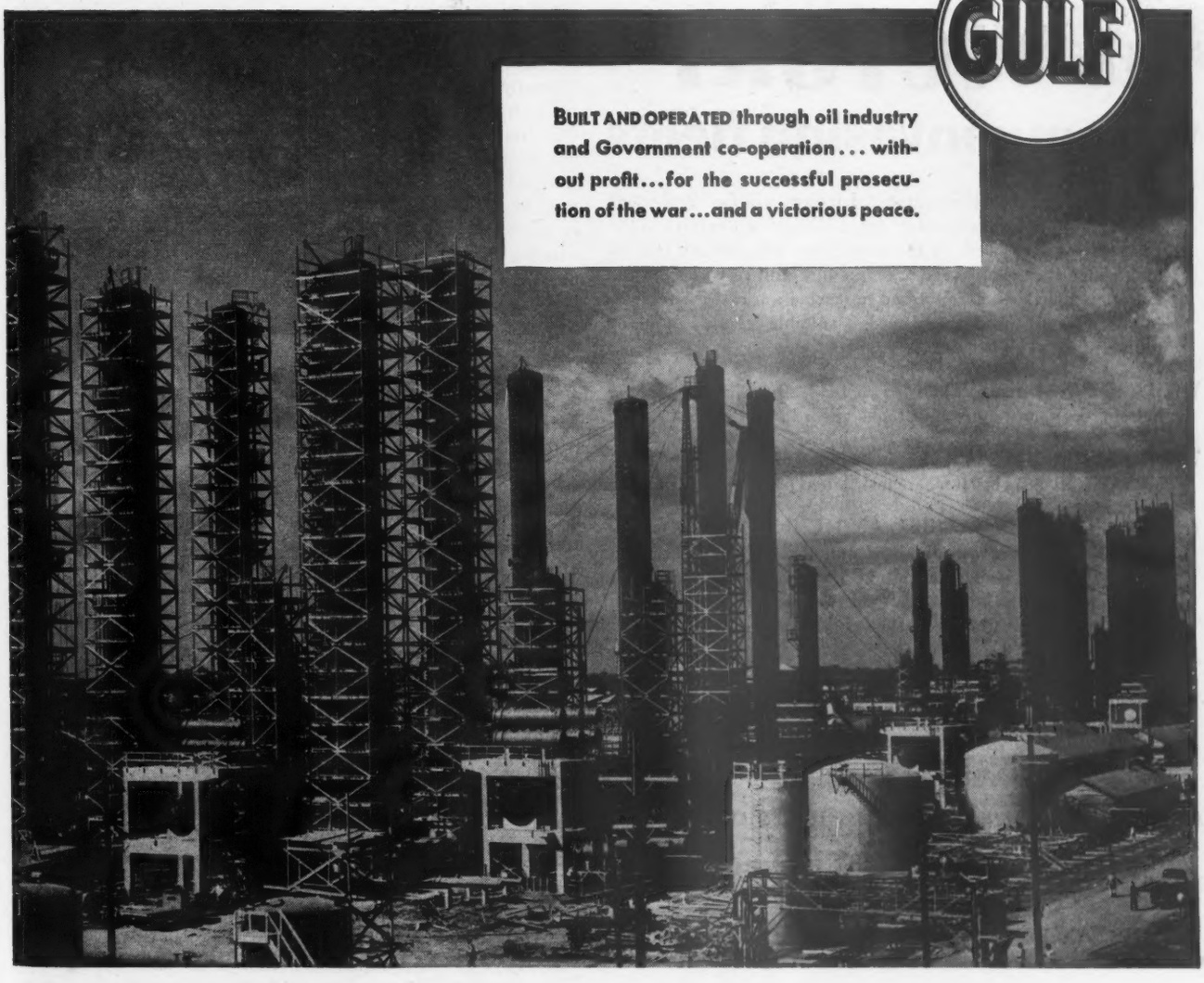
26 months ago, this butadiene plant was just an idea—an idea that began at a meeting of the Government with the representatives of five of the country's leading oil companies.

These practical thinking men agreed that *one* large plant could produce more butadiene cheaper and faster than *five* small plants. So they pooled their technical knowledge, resources, and ability out of which came the Neches Butane Products Company, organized by Atlantic, Gulf, Pure, Socony-Vacuum, and Texaco.

This nonprofit organization had but one objective . . . helping to lick the critical rubber shortage.

The problems were staggering, but the oilmen found a solution for *every* one. And in little more than 600 days, they built the world's largest petroleum butadiene plant . . . filled up 314 acres with incredibly complex equipment of unbelievable size.

Result: In the year ahead America may have 246,000,000 additional pounds of rubber for the planes, the tanks, the trucks, and other equipment we need to squeeze an unconditional surrender from the Axis—246,000,000 pounds of rubber America might have been denied had it not been for the ingenuity of the oil industry batting together with government.


GULF
BUILT AND OPERATED through oil industry and Government co-operation . . . without profit . . . for the successful prosecution of the war . . . and a victorious peace.

RIDE to VICTORY with our invasion fleets

Levelometers are bellows-actuated hydrostatic fuel and water level indicators that respond to slight changes in the level of the liquid being measured. At the same time, this modern type of tank gauge is rugged in construction and built to withstand the vibration and shock encountered in marine work. It is simple to install since all that is required is a suitable length of pipe or tubing in the tank.

THE LARGE MODEL LEVELOMETER is ideally suited for double bottom, deep, and other hull tanks aboard large vessels.

THE TYPE "L" LEVELOMETER is especially built for shallow tanks aboard small, fast vessels where instrument panel space is limited.

THE LIQUIDOMETER RUDDER ANGLE INDICATOR of the hydraulic type is a self-contained unit for small vessels up to 200' in length. For larger vessels, the Liquidometer Electric Rudder Angle Indicator gives positive, accurate and instantaneous rudder position at all times to the bridge or other desirable locations.

The best indication of the reliability of Liquidometer marine instruments is the years of satisfactory performance which these indicators have rendered aboard various types of vessels of the U. S. Navy, Coast Guard, Army, Maritime Commission, private steamship operators and other transportation companies.

For complete information, write or phone:

THE LIQUIDOMETER CORP.

Marine Division

41-19 37th STREET, LONG ISLAND CITY 1, N. Y.

SHEETS AND HALLIARDS GONE TO WAR

(Continued from page 55)

result, we had to get yacht manila wherever we could find it.

The uses to which the various sails have been put have varied considerably. The yawls use a small headsail and mizzen or storm trysail. Mainsails are used comparatively little, usually only when going to and from the vessel's "station" at sea. Ordinary machine-sewn sails last about eight months, while hand-sewn are good for twelve to sixteen months.

Storm sails have been used hard and long in this offshore patrol work, not only in bringing their ships through gales but also for heaving to under every variety of conditions. Many of the trysails as originally designed were found a bit too large for use in a real blow (40- to 60-mile), and most of them would have served more efficiently if cut flatter instead of with the traditional bag, which somehow is supposed to denote raw ruggedness. The flatter the sail, the higher and more easily can the ship hold into the wind and sea.

In some of the yawls, little wisps of canvas trimmed to the regular clew outhaul have worked out successfully as mizzen trysails. We have found that in the slim, easily driven, modern type of hull the very small sails have worked out best when it really begins to blow. Despite their cutaway forefoot, these vessels hang on and keep from going to leeward most successfully with nothing but a storm forestaysail trimmed down flat.

In addition to considerable equipment which had to be added to make these ships small-scale war vessels and to fit them for the job of "looking and listening," there were several items of equipment (designed to add to the convenience and comfort of the crew) which had to be installed throughout the fleet. Adequate ventilating equipment was sadly lacking in most of the ships. That is, fittings of the kind which could be opened up in a blow without letting in almost as much sea water as air. The problem was solved by making up *Dorade*-type indirect ventilators by the dozens.

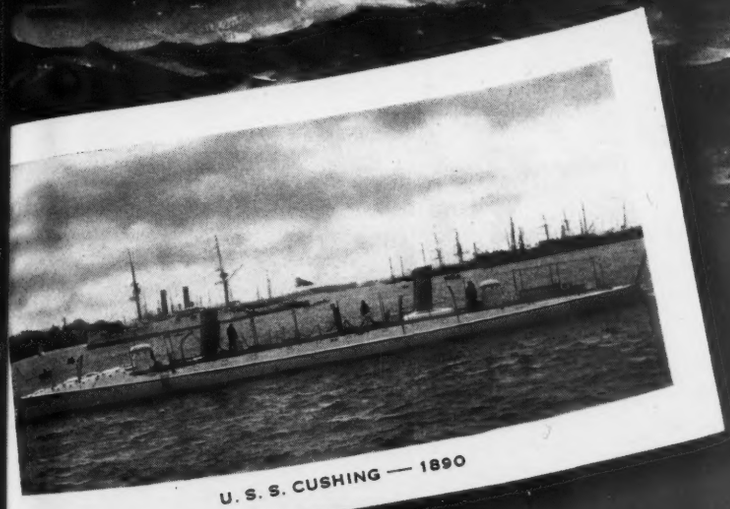
For winter work, all the ships had to be heated and we found that coal ranges in the galley and cabin fireplaces cannot do the job properly. Assorted pot-bellied stoves, oil burners, and other compromises were tried but the most successful installations were circulating hot water systems fitted with boilers of a size in proportion to the size of the vessel. The smallest vessels, which do not have room for a separate heating stove, use a special Shipmate range in the galley with a waterback alongside the firebox. Others have found a little Willis two-holer pot-belly, with a water jacket all around, very satisfactory.

For a while, smoke-heads, or Charley Nobles, threatened to be a tough problem to lick. All kinds of moving, self-trimming, and all-angle heads were tried, but none was found which did not back-draft down the stack when the foresail or staysail was trimmed a little to leeward of the head. On several occasions, a fine reaching breeze created an all but fatal coal gas down below. The solution to the problem was the installation of double-heads on every stack. One was installed on each side of the ship and separate dampers were provided for each one. Subsequently we found that the sail trim which makes one work backwards actually improves the draft in the other.

Winter shelters for the cockpit, companionway and wheel houses on the flush-deck vessels have helped immeasurably in making them suitable for all-year use. The necessity of keeping clear of booms, sheets, lazarette hatches and other gear, made working out the details quite a problem. But there have been many interesting and thoroughly practical innovations.

The comparative performance of the different types of vessels, their motion in a seaway, and their ability to "hold on" in a blow has been most interesting to follow and study. The details make a complete story in themselves. In general, the results bear out accepted theory — round bilges and inside ballast make for easy motion, and deep, heavy keels give you quite a banging around. The fastest ships are usually the least comfortable but by no means the least safe.

The opinions and assertions contained in the above article are the private ones of the writer and are not to be construed as official or reflecting the views of the Navy Department or the Naval service at large.



U. S. S. CUSHING — 1890

A PAGE FROM THE HERRESHOFF ALBUM

The U. S. S. CUSHING, designed and built by Herreshoff in 1890, was of steel coastruction, 138' overall, 15' beam with a draft of 5'4". She carried a ram-type torpedo both bow and stern, and was equipped with two Herreshoff-built five-cylinder quadruple expansion engines and two Herreshoff-built steam boilers. Her power plant developed about 2000 h. p., providing the Cushing with a speed of 22 knots.

To those interested in Naval History, we will send on request, while the limited supply lasts, a print of the U. S. S. Cushing from the Herreshoff Album

Speed for Rescue

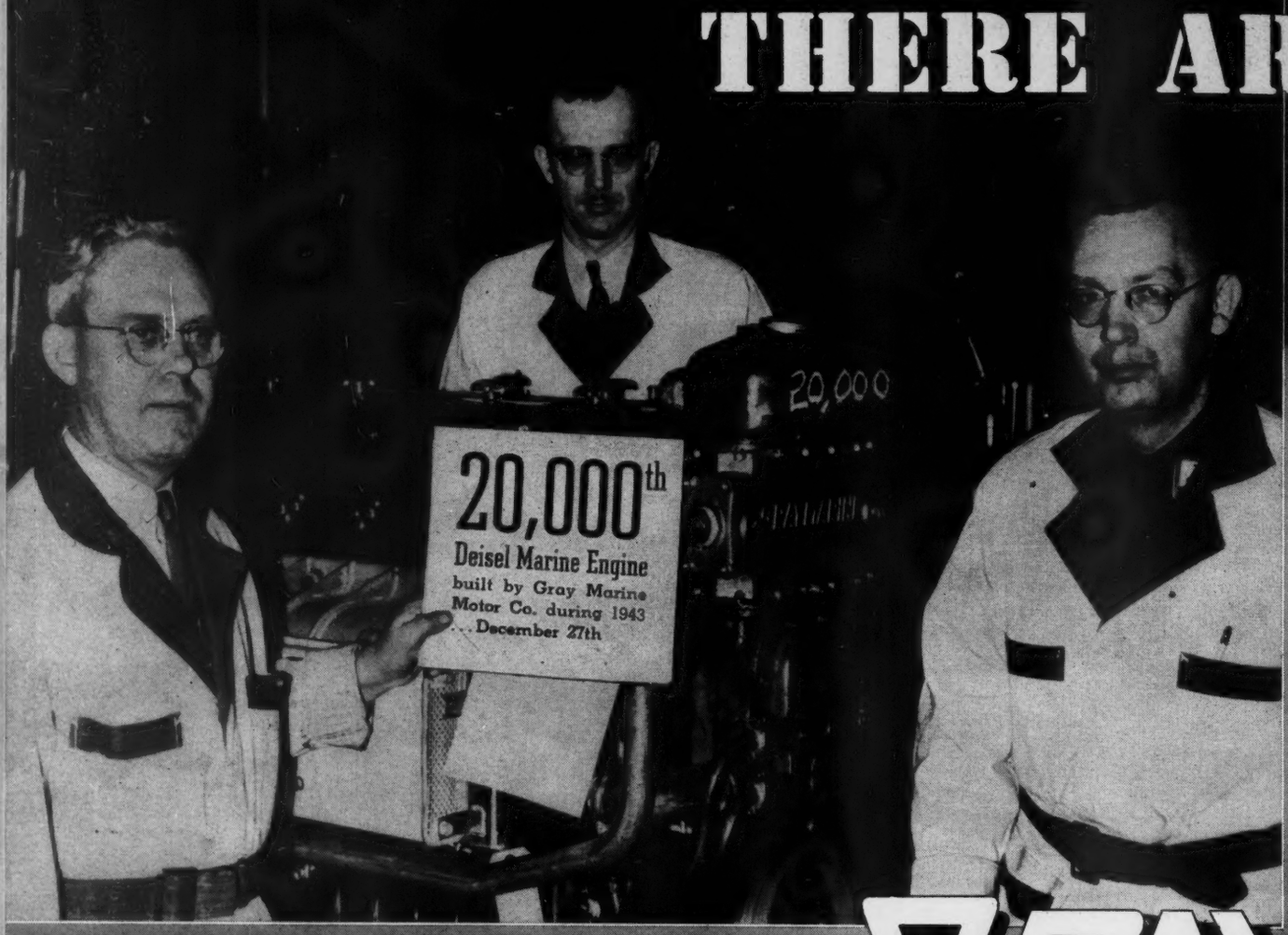
THE HIGH SPEED of these Army Rescue Boats, now being built by HERRESHOFF, is saving the lives of thousands of our heroic airmen, forced down at sea. When minutes count and lives are at stake, reliable operation and rugged construction are vital.

Keep on Buying WAR BONDS

Herreshoff

BRISTOL, RHODE ISLAND

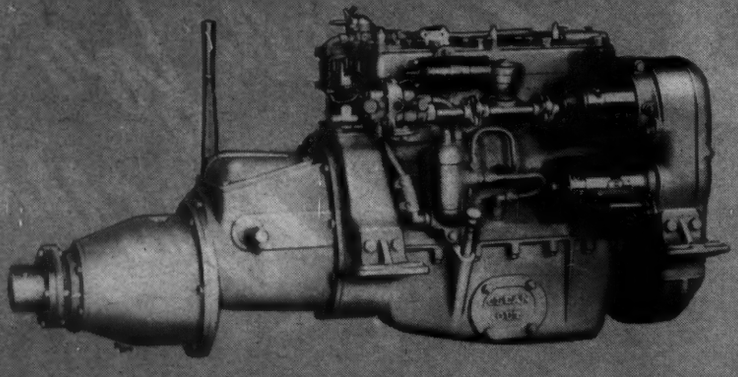
THERE ARE M



Some Gray Models are now being delivered on priority

GRAY

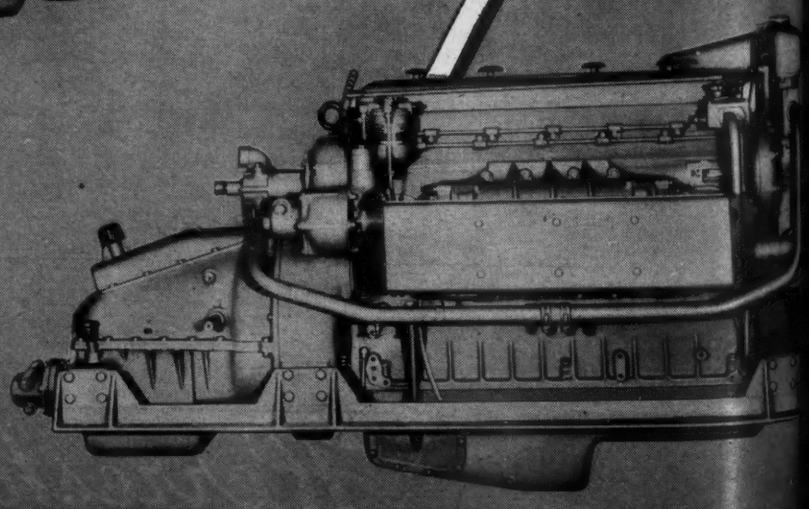
MARINE MOTORS
GASOLINE
DIESEL



Dealers, boat builders: Are you on Gray's Mailing List? Your territory may be open. We welcome your ideas: what are your plans?

GRAYMARINE GASOLINE ENGINES: 31 standard models, high speed and low speed, one for every type of boat, one to fit your needs exactly. These engines are built in distinct types for Work Boats, Cruisers, Auxiliaries, Runabouts and Racing Hydroplanes. In current production: the heavy duty Model FOUR-52, a new medium "SIX" and the 330 cubic inch SIX-121, with reduction gear ratios of 2:1, 3:1 and 5:1. These models are now being delivered on priority.

GRAY MARINE DIESELS: These are the "Series 71" General Motors two-cycle Diesel Engine, adapted and equipped for marine propulsion by Gray. Five basic sizes, 1 to 6 cylinders, 25 to 165 h.p., using standardized interchangeable parts. Fresh water cooling is standard on all models. Above is shown a 6 cylinder "Navy style" model. This is the engine which has done such an outstanding job in the Landing Boats and Invasion Barges.



MacARTHURS ON THE HOME FRONT, TOO

Back of "Firepower" is Man-power.

This is a tribute to Gray craftsmen, who have managed in spite of all difficulties to give more than full measure. For two and one-half years now, since Pearl Harbor, they have met every challenge for increased schedules. The engines which they have produced in astonishing quantity . . . their uses in Landing Barges, Lifeboats and other wartime applications . . . and the excellent jobs these engines have done overseas, are all well known to thousands of men in the U. S. Armed Forces.

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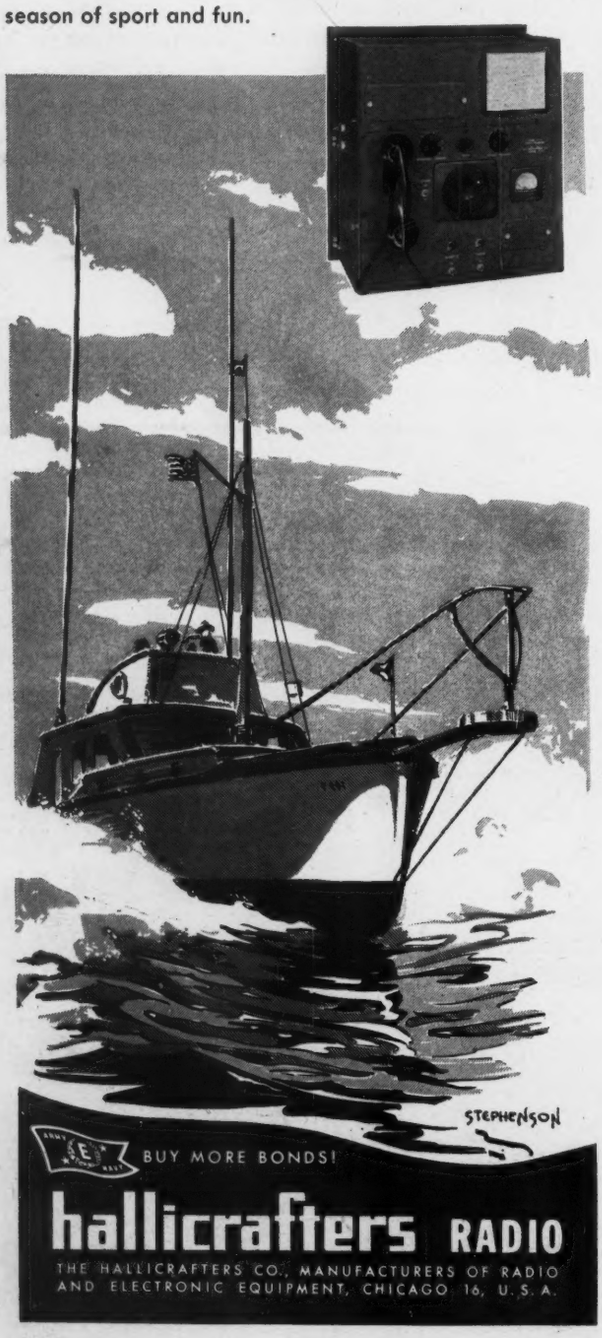

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SAGA OF THE "FRANCES"

(Continued from page 35)

some amusement . . . Sometimes squalls would make up with startling suddenness. When the wind struck it would sometimes scoop up the water from the wave tops and hurl it at us so hard it would sting. The rigging would vibrate, the wire stays — one in particular — would give off a musical noise like a violin string.

Looking back, now, I think what I enjoyed most were the brilliant dawns. Words cannot describe the beauty of the breaking of the day in the tropics. First, there would be a false dawn, then the sky would glow like a far-off conflagration. Later, if the sky were cloudless, the sun would pop up out of the sea, blood red to bathe the *Frances* a luminous red. If there were low lying clouds on the horizon, the sky would turn them into colors of the rainbow. Flying fish that broke water would flash into rainbow colors or glint like molten metal before flopping back into the sea.

On November 14th my sights placed us about thirty-five miles from Barbados, and that evening we sighted the Barbados Light. But our voyage was not to be over as soon as we expected.

So far we had had a pleasant, uneventful voyage, but while putting my charts away I glanced at the barometer and, to my surprise, found it had begun to drop. After watching it awhile I went back on deck and found that the little breeze had died quickly and the sails hung limp. Soon I noticed long, oily swells setting in from the southeast. It was the tail end of the hurricane season and I feared something was in store for us. So we went about securing everything on deck, furled the mainsail and stowed the jib.

Soon the wind began coming in puffs which increased in strength as one followed the other. They were accompanied by heavy rain, and gave every indication of being the forerunner of a hurricane.

These gusts soon built up a rough, confused sea. As the gale increased, we got our two sea anchors over the bow and, with a couple of canvas bags filled with fish oil trailing from the bow and quarter to break the crests, *Frances* rode it out. During the squalls we estimated the wind reached a velocity of 90 miles per hour.

The storm lasted 28 hours, during which time it had driven us away from Barbados. It left a very confused sea, through which it took us a few days to sail back again. Not a shilling's worth of damage had been done to the *Frances*. Eventually we made Bridgetown, where we dropped anchor in Carlisle Bay near the yacht club.

No sooner had we dropped our mud hook than several small craft put off and came alongside. We thought it was a reception committee, but we soon learned that they were local merchants anxious to serve us and to get our trade. How they did argue for business! I was perplexed as to how to end the quarrelling tradesmen. This is how I settled it. I yelled: "The first one that brings me a bottle of Scotch, a dozen sandwiches, a piece of ice and 100 cigarettes will get the order for replenishing our stores!"

We remained in Bridgetown for several days. The boys went sun bumming and I gently swizzling. I found a batch of mail from home awaiting me and also a letter that should have gone to Prof. Samuel Eliot Morison of Boston, an eminent historian and writer. I have been mistaken for all types of men, but never before for a professor. Still, it was rather flattering. I soon got a call at the club from Prof. Morison. He had heard of our arrival and wondered if I were a relative. He was curious because I spelled my name with only one "r". He was interested in my craft and queried me about my trip over. He said he was planning a sail over the original route of Columbus (which he later did). I found his knowledge of the sea was profound.

The day finally came when we said goodbye to Bridgetown and set a course for Trinidad, a sail of about 200 miles. The trip proved uneventful, except that in passing through the Grande Boca, the main entrance to the Gulf of Paria, we spent three days trying to get past the Chachacare light, which sits 830 feet above the sea, one of the highest lighthouses in the world. A strong

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current setting out of the Orinoco River made our progress difficult. The winds proved light, tricky and undependable.

At Trinidad we met Burnham Porter, of Boston, a member of Prof. Morison's crew. He wanted to get to Jamaica, where he was to board a boat for Boston, and we gladly took him along.

Colin left us here to take a job in the oil fields. His place in my crew was taken by my niece, Miss Jean Langley, of Dedham, Massachusetts. That was in May, 1938. We made the voyage to Kingston, Jamaica, in six days, ten hours, a distance of 1050 sea miles. There we decided to overhaul the *Frances*. We persuaded the Governor to aid us. He let us run the ship into the prison slip where 250 convicts set to work on her.

While the *Frances* was being hauled out on the ways, I managed, through some carelessness on my part, to get badly hurt. As they were hauling the *Frances* up on the railway the tackle broke and the ship began to slide back. I was thrown across the wheel box and knocked unconscious. Twenty minutes later I found I had cracked my tailbone and pulled several muscles.

I was laid on the club billiard table with Dr. Charles Robertson, Commodore of the Royal Jamaica Yacht Club, performing the necessary work. He admonished me not to sail for several weeks.

This was a bitter blow. I had promised to have Jean home before June 17th. Seems they celebrate some battle at home, the Battle of Bunker Hill, I guess. Anyway, they patched me up and I managed to sail within four days.

We laid out course for Grand Cayman, which we were to find an unspoiled Eden. Here we spent four days fishing and catching turtles, which tasted excellent. The islanders were descendants of old buccaneers. Life was peaceful and good. It was with reluctance that we set our course again for Charleston, South Carolina.

On that part of the voyage we saw few sail, mostly steamers smudging the horizon. At Charleston, Jean was forced to leave but we took on another passenger, a doctor from New Bedford. He wasn't much of a sailor and appeared on deck only once or twice until we reached New England.

It took us five days to reach New Bedford. The weather became colder and we ran into a succession of gales. We had to keep a close watch at night for fear of being run down by passing steamers. Once we had a close call.

Thirty miles south of Block Island we ran into a bad blow. We reefed her down and hove to until the weather improved. When we finally dropped anchor in New Bedford the good "Doc" was sure glad to set foot on land once more.

Burnham Porter met us at the pier and he later sailed with us to Marblehead, where we arrived July 5th. We spent the summer at Manchester-by-the-Sea. Colin arrived in a few months and then took ship for England. He said it looked like war and he wanted to do his bit.

\+ + +

That was the end of the skipper's story. It was the last time I saw him. I had previously arranged for two young friends of mine to sail with him as far as Newport on the first leg of his Bermuda hop. He planned to sail from there for the South Pacific. My friends Danny Kennedy, a cub reporter in Boston, and Temple Scanlon, packed their sea bags and sailed with the skipper and Denis, the last of August, 1939.

Again they had bad weather. The trip to Block Island took more than ten days. They were in fog constantly, and seldom saw the sun. The last day of their voyage, however, they had some smart sailing that took them into West Harbor. As my friends were due back to work they regretfully left the *Frances* at Block Island.

It was here that they heard the news that Hitler had invaded Poland. The captain immediately sailed for Newport. When he stepped ashore there he learned that his country was at war and he reported at once for service.

Denis stayed on in Newport, where the *Frances* was left, attending St. Michael's school. Today he is an RAF student pilot in Quebec, Canada. Kennedy became one of our first war aces, and Scanlon went overseas with the Sperry people. They are back home now. Both are ardent fliers and yachting enthusiasts. They hope, when this war is over, to help the Morisons sail the *Frances* round the world.

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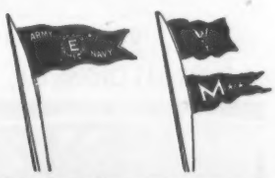

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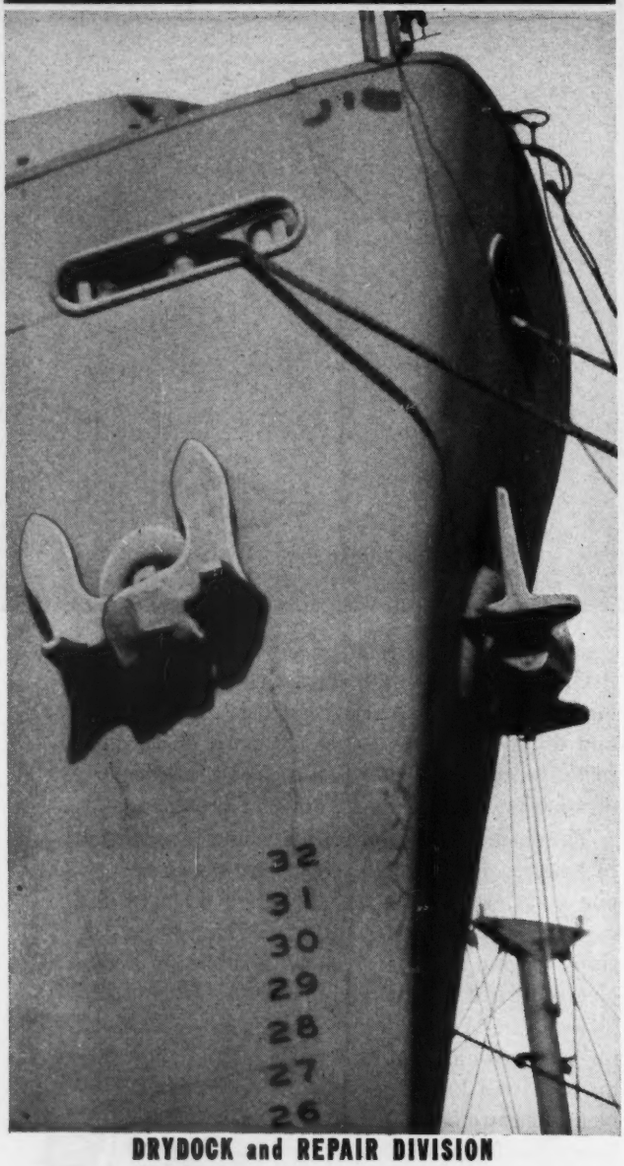

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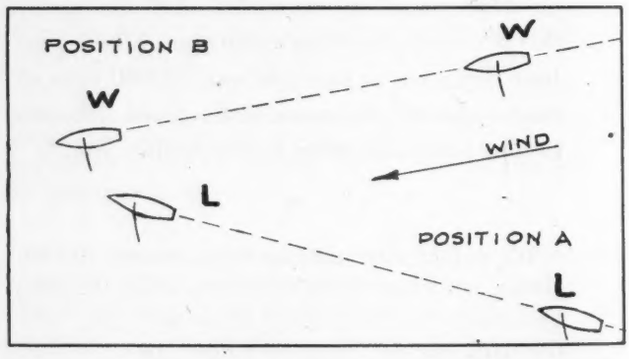
WHEN TWO YACHTS MEET

(Continued from page 47)

way in either event, it is immaterial whether the yachts *overlap*. In Case VIII the yachts will eventually meet in the position shown in either Case IV or V. It is not necessary for either skipper to know or note, when the yachts are in the Case VIII position, which yacht has right of way, because neither yacht will normally alter her course to avoid a collision until the yachts are almost in the Case IV or V positions, at which time it is easy to determine whether or not an *overlap* exists. Should the yachts bump owing to a miscalculation of clearance or of relative speed, the point of contact on yacht *W* would definitely establish right of way. If *L* hit *W*, on the lee quarter (Case V), an *overlap* must have existed. If *L* hit *W* on the transom (Case IV), *L* must have been *clear astern* and traveling faster. If we apply existing rules to this situation, the point of contact would be immaterial. It would be necessary to recall and review the Case VIII position to determine which yacht must keep out of the way.

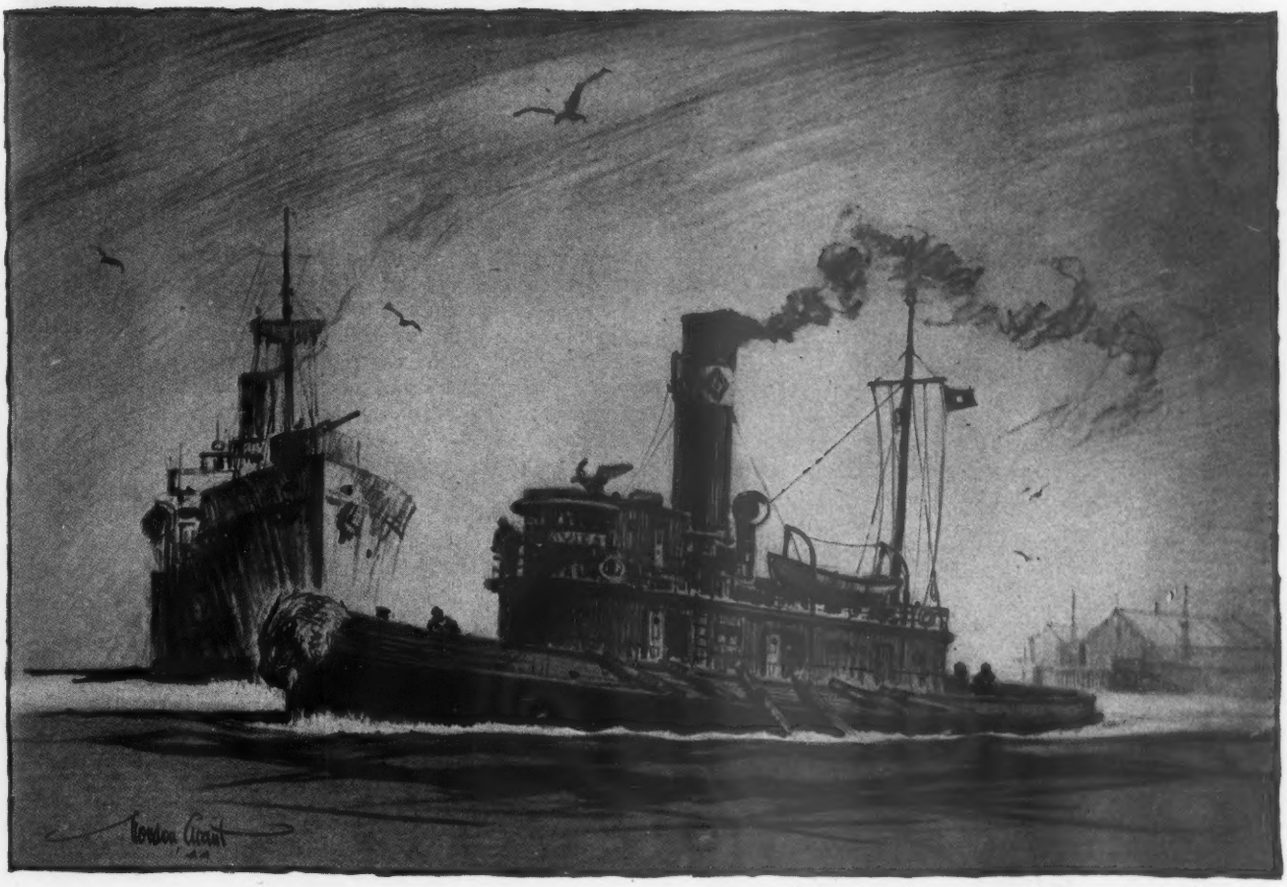
I think the reader will agree that the distinction between the clear ahead-clear astern and overlapping positions, as applied in the new rules to two yachts on the same tack, is unmistakable. When using the new rules it is never necessary, in order to determine right of way, to review positions which existed before the situation has reached a point where it is normally incumbent on one of the yachts to alter course to keep out of the other's way. Arguments should arise only when the right of way yacht claims that she had to alter course to avoid a collision, and the other yacht claims that if the right of way yacht had held her course no collision would have occurred. We will always have disputes of this nature. They can arise over any right of way rule, past, present or future. There is no way of preventing them by rule. Moreover, such disputes are caused by difference of opinion as to the proximity, relative speed and positions of the yachts, not as to the application of the rules.

Let us review in detail how existing rules apply to the position we have just been discussing in Case V (position (b) in the diagram below) and assume, as seems probable, that a few minutes earlier the yachts were in the position shown in Case VIII (position (a) in the diagram below).



Which yacht has right of way under existing rules when the yachts met in position (b)? The question of right of way did not seem to be of particular moment when the yachts were in position (a). Unless their skippers were veterans and rule experts, the relative position of the two yachts probably escaped their attention until the normal moment arrived for one of the yachts to alter course; i.e., until just before the yachts reached position (b). Yet these two skippers, in order then to determine which yacht must keep out of the way, had to try to recall the position of the yachts at (a), and had to decide five most difficult questions, all from memory of former positions: (i) When did *risk of collision* begin to exist? (ii) Were the yachts *clear ahead-clear astern* when *risk of collision* began to exist? (iii) Were the yachts sailing *nearly the same course* when *risk of collision* began to exist? (iv) Have the yachts been sailing *approximately the same course* since *risk of collision* has existed? (v) Has *risk of collision* existed continuously since it began to exist?

If both skippers agree that the answer to each of the last



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four questions was "Yes," *W* ranked as the right of way *overtaken yacht* under Rule 30 (A). If the answer to any of the last four questions was "No," *L* ranked as right of way leeward *converging yacht* under Rule 30 (G). Now *risk of collision* began to exist (i.e., the turning circles of the yachts began to intersect) at about the time the yachts were in position (a), and at that time it was extremely difficult to determine, not only whether or not *risk of collision* actually existed, but also, on account of the distance separating the yachts, whether or not they *overlapped*.

Compare, as illustrated by this everyday meeting case, the very complicated, highly controversial procedure which must be used to determine right of way under existing rules with the very simple procedure of the new rules under which there can never be any doubt, when the normal moment to alter course arrives, which yacht has right of way. If space permitted, many other illustrations of the difficulties encountered in applying the existing on the same tack fundamental rules could be given.

I am sure the reader will appreciate that when two yachts on the same tack meet, it is unreasonable in many cases to expect any two yachtsmen to agree on the facts that it is necessary to agree on in order to apply the mistakable right of way determinatives of existing rules. The fact that it is necessary, in order to determine right of way, to recall and to review positions which existed several minutes earlier, is in itself sufficient to warrant the condemnation of existing rules. Right of way should always depend only on conditions that exist at the moment one yacht would normally alter her course to keep out of the way of the other yacht. Furthermore, let me emphasize that right of way should depend only on *one* unmistakable condition which exists at that moment, not on a series of mistakable past conditions as in existing rules.

It is not surprising, in view of the difficulties which have been experienced with existing rules, that the new rules have met with such unanimous acclaim. As already intimated, perhaps their popularity is due as much to the imperfections of the old rules as to any virtue the new rules may possess.

Tacking or Jibing

The differences between fundamental rule 4 of the new rules and existing rule 30 (I) which govern right of way when a yacht *On a Tack* meets a yacht *Tacking* or *Jibing*, are not sufficiently important to warrant detailed discussion in this article. There are important differences, which will be discussed in the next article, in some of the supplemental rules dealing with tacking and jibing.

The Influence of the International Rules

Why, the reader may ask, were mistakable right of way determinatives injected into existing rules, and why were they not eliminated years ago? The answer to these questions involves a brief review of the history of yacht racing rules.

I do not know when or by whom the first set of racing right of way rules was drafted, but I do know that the original drafters did not have a clean slate to start with. They were confronted with an existing set of right of way rules; namely, the International Rules of the Road at Sea. They form the basis of our Racing Right of Way Rules, and the existing imperfections of the latter result from a too short-sighted application of some of the precepts of the former. As proof of this contention, it is only necessary to examine our existing supplemental rules dealing with *Rounding Marks* and *Close Hauled On the Same Tack Approaching an Obstruction*. The relative excellence of these rules is due to the fact that, since they have no connection with the International Rules, they were obviously drafted, not only without any reference to them, but also having in mind only the interests of yacht racing.

The sections of the International Rules dealing with the meeting of sailing vessels at sea have not been changed for a great many years. They date back to the square-rigger days, and were framed primarily for the benefit of square-riggers. For instance, a square-rigger was not *on a tack* unless she had tacks aboard, and she only had tacks aboard when she was endeavoring (with little, if any, success) to beat to windward. This old and limited conception of *on a tack* still exists in our

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present racing rules. A yacht is, according to the rules, *on a tack* only when she is close-hauled. While the term *on a tack* is not defined, it is only necessary to read the existing fundamental rules quoted in this article to see that no other interpretation is possible. Incidentally, this limited interpretation is responsible for many drafting ambiguities of existing rules. The good old square-rigger days are over. It is time that we modernized our racing rules to conform to the present-day commonly accepted meaning of the terms used therein.

The International Rules were quite properly originally framed to protect a square-rigger endeavoring to beat to windward by giving her right of way. Hence the exception to the opposite tack rule in our racing rules giving a close-hauled port tack yacht right of way over a yacht sailing free "with the wind on the starboard side."

In the International Rules a yacht is deemed to be *overtaking* another if she approaches from more than two points aft of the beam. No mention is made of *overlap*. While our yacht racing overtaking rules are so different from the International Overtaking Rule that it is hard to recognize any similarity, we can trace the application of the overtaking rule, as an exception to the opposite or starboard tack rule, to a too blind following of the precepts of the International Rules.

Arguments For and Against Changing the Rules

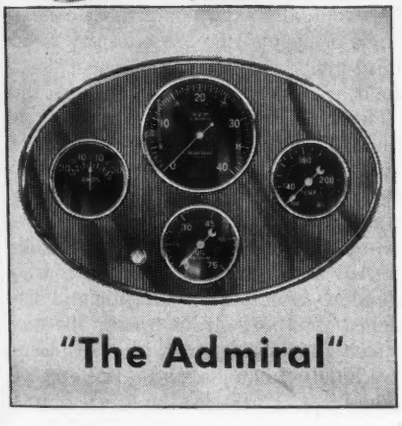
The imperfections in our existing rules are common knowledge to many yachtsmen. I believe that the failure to eliminate them is due primarily to a dislike of changes, in turn attributable to the advanced age of many of those who have held influential positions in the yachting world. Some of these "old die-hards" have merely stated that they did not approve of the changes I have suggested. No one has ever advanced or attempted to advance a single convincing argument in defense of existing rules or setting forth why the fundamental changes I advocate should not be made. One prominent yachtsman wrote me that while he considered that my suggestions had much merit, he was too old to learn another set of rules. Another argued that, while existing rules are not perfect, we have built up sufficient valuable case law to clarify them; all of which would have to be discarded if we should adopt a new set of rules. If this argument should prevail, the rules would remain forever *in statu quo*.

Case law, however perfect, can never eliminate uncertainty in application due to one rule being mistakable for another. Case law is not, with a few exceptions, generally available to the average yachtsman. If we examine it carefully, we find countless instances of disagreement between the various ruling bodies as to the meaning of the rules. In a case but recently finally decided, the four committees that considered it all reached substantially different conclusions. This failure to agree is good evidence of bad drafting, obscure meaning and difficulty of interpretation. If Race Committees and Appeals Committees differ as to the meaning of the rules after mature deliberation, how can we expect yachtsmen to agree on them in the midst of an exciting race?

Another argument made against changing the rules is that in the interests of safety and to avoid confusion, we cannot afford to make any further departures from the International Rules. I agree that the Racing Right of Way Rules should follow the International Rules as closely as possible, but that similarity should not be carried to a point where uncertainties and dangerous situations (such as I have illustrated) are thereby created. Our present Racing Right of Way Rules already contain so many rules at variance with the International Rules that the injection of what might be construed to be a couple of additional departures will make no material difference.

Today there are too many arguments and protests which, unfortunately, often create ill feeling to the detriment of the sport. As proven by the results obtained under the new rules on Lake George and at Cincinnati, most of these unfortunate incidents can be avoided by making the right of way determinatives so unmistakable that both yachts must invariably apply the same rule. There are many boys and girls racing small boats today. There will be more after the war. They

SHE RUBS HER NOSE ON ENEMY SHORES!



Many a youngster, now helping to make history, got his first "sea legs" behind a peacetime Stewart-Warner Marine Instrument Panel. Typical is "The Admiral"—adaptable for either gasoline or diesel marine engines. Today the "kin" of "The Admiral" are serving ships of war. After Victory they will again be found serving the needs of the mariners of America on peaceful waters.

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Out come hundreds of tons of hard-hitting tanks. Or hundreds of fighting men. Or jeeps. Or trucks. Or supplies. Then, like a well-bred lady, she shuts her mouth after she's had her say, and demurely sets out for another secret rendezvous.

Already, she has kissed the shores of Africa, Sicily, Italy, the Aleutians and South Pacific islands. Where she goes next she won't tell, but her date-book is filled for the duration.

This trouble-laden lady had to be sure of herself to do her job on time. Before the eyes of her engineer are instruments that tell him all he needs to know. Some of them, like the Oil Pressure Gauge, Tachometer, Ammeter and Temperature Gauges, most likely were made by Stewart-Warner. It's a privilege to have them there.

* * *

You've got to earn your rating to come aboard an LST . . . an AVR or any other Navy craft. That's why we're mighty proud Stewart-Warner instruments sail the seven seas. Into each device goes all the skilled craftsmanship that has distinguished Stewart-Warner instruments through the years. Tomorrow, this same precision and care, plus many important advancements learned in war will add new and greater meaning to the statement "Instruments by Stewart-Warner."

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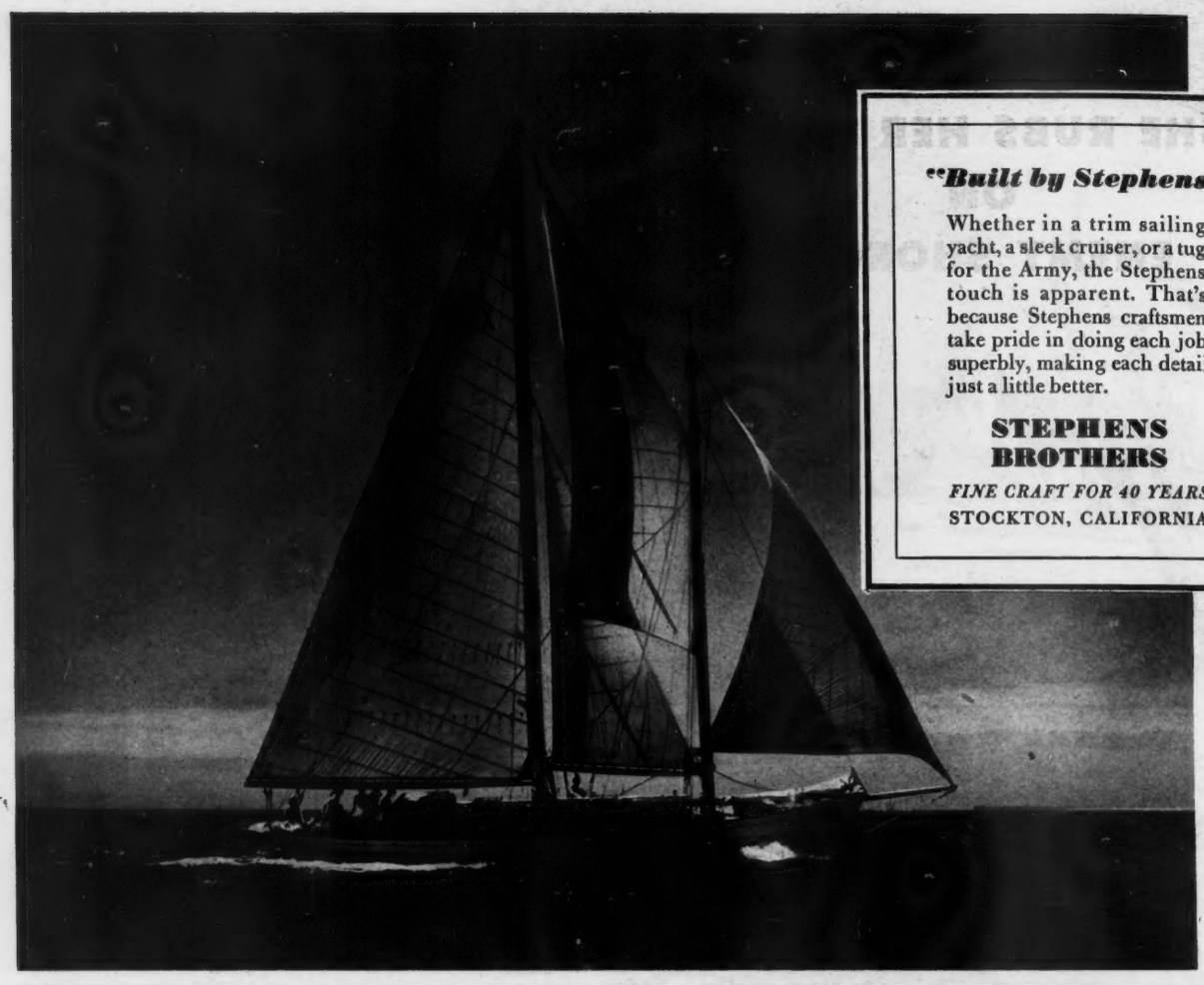


"Built by Stephens"

Whether in a trim sailing yacht, a sleek cruiser, or a tug for the Army, the Stephens touch is apparent. That's because Stephens craftsmen take pride in doing each job superbly, making each detail just a little better.

STEPHENS BROTHERS

FINE CRAFT FOR 40 YEARS

STOCKTON, CALIFORNIA

cannot cope with the present complicated rules. We owe them a simplified set.

I do not claim that the new set of racing rules is perfect. Undoubtedly differences of opinion will arise regarding some of the supplemental rules to be discussed in the next article. It is not a matter of great moment how these differences are finally resolved. I am certain of only one thing — that we will never have a satisfactory set of racing right of way rules until we substitute, for the seven existing right of way rules, the four fundamental right of way rules I have advocated in this article, and until we adopt a new supplemental rule structure built around these four rules.

IN DEFENSE OF THE "CAT"

(Continued from page 61)

becomes an excellent location for either an ice box or a fish well. My own choice would be the fish well, locating the ice box under the starboard cockpit seat. For one who likes sea food, or who has a fondness for the old-fashioned style of cruising, a well is a desirable feature.

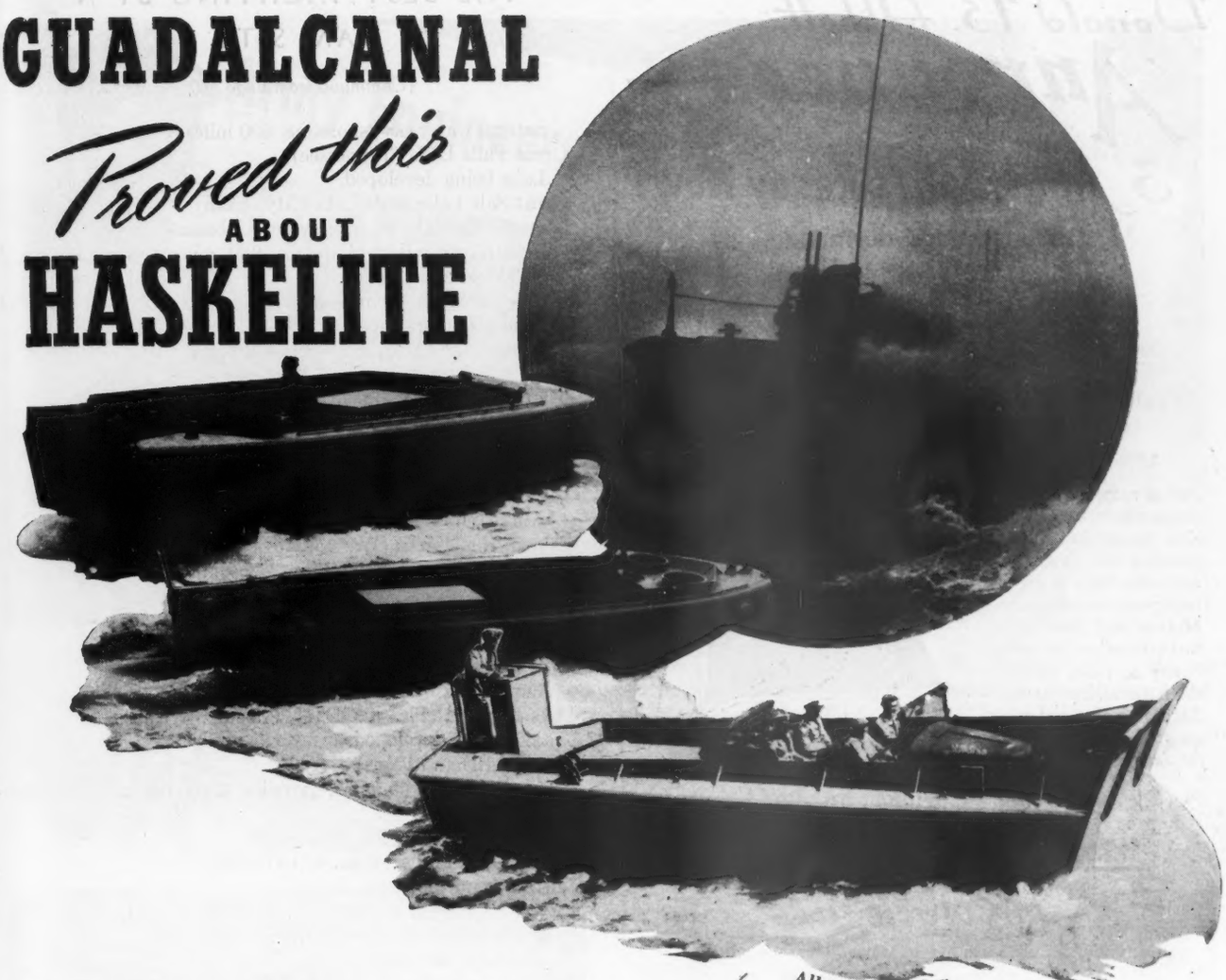
The companionway is four feet wide, so getting below or going on deck will not be a matter of squirming around to duck the boom. There is a single step on each side of the trunk, the steps being, respectively, a tool box and a locker for fish hooks, jigs, sinkers, etc. Flanking the companionway are two hanging lockers, wide enough to take suits and dresses on hangers, with shelves under the side decks. On the inboard bulkheads of each locker are a couple hooks, and a little box for glasses and the skipper's pipe and tobacco. The transoms are of the extension variety, are wide enough to sleep two persons, and are fitted with four- or five-inch Airfoam cushions. About a foot below the side decks there will be a couple of wide shelves fitted with rails of the right height for a backrest. Under the shelves at the after end of each berth a blanket locker is worked in. All you need to do in the morning is to roll up the blankets and toss them in. On the centerboard trunk are the usual folding leaves of the mess table. The combined galley and toilet occupy the forward part of the cabin. A small size Shipmate is called for, with a coal bunker beneath, and forward of it a good pot locker.

Most of the older cats eventually expire of trunk sickness, having fallen into the hands of people who are too busy to do anything right, too ignorant to find out how, or who just don't care. They never drop the board out of the trunk and paint the inside of it thoroughly. The worms really make themselves at home, and the first evidence the owner has of this is a miserable leak that he can't seem to locate.

I have mentioned previously three smaller cats of similar rig and hull. Several years ago a friend of mine, Ernest Arnold — who has forgotten more about rigging and sailing boats than I'll ever even suspect — had a call from another chap who wanted a boat to sail around in. After due consultation and discussion, Mr. Arnold designed a catboat for his friend. She was eighteen feet long, eight feet six inches beam, with a displacement of about twenty-five hundred pounds, and a sail area of two hundred fifty-five square feet. This boat, the *Mary L*, was built by Alder, at Warren, and was very successful. The following winter, a similar boat was built by Leonard Gaucher, and these two boats were raced against each other, and all the other cats that cared to appear, at several of the N.B.Y.A. regattas. The record for 1938 was four wins for *Mary L* and one for *Phyll* (Mr. Gaucher's boat). Ernest Arnold, at the tender age of seventy-three, was able to win with either one.

The sketches accompanying this article are based on the boats I have mentioned, but show a bit more depth and displacement, as we are considering a cruiser rather than an out-and-out day sailer. I can only repeat that for the uses most people have for a cruising auxiliary, I believe the catboat is almost ideal. She will take care of you and your shipmates on short cruises, will give you lots of room for sailing parties, and will still be a "small boat" when the time comes for hauling out or painting. If, on the other hand, you want a boat that "can go anywhere" I suggest you forget about the whole thing. Although a cat is seaworthy and weatherly, she is definitely not an offshore type.

GUADALCANAL *Proved this* ABOUT HASKELITE



The Qualities of These Boats May Not Be Judged From Their Appearance . . .

Haskelite was used in both the dashing PT Boats and the lumbering Landing Craft. As our clippings from Yachting editorial pages show, men used to judging boats were skeptical of their seaworthiness and endurance—judging mostly by appearance. However, as revealed by their performance at Guadalcanal, and other beachheads still undisclosed, these hulls of deceptively "light" appearance can certainly take it.

Without doubt this performance will have great influence in the designing and structure of all small boats in the future. Write today to: Marine Sales Division.

All in all, the operation of boats at Quadalcanal would have broken the heart of a yachtsman bred with the idea of a shipshape boat; but shortly we began to marvel at the ability of the plywood hulls and their engines to "take it." In fact, I think the boats as a whole can, with full justification, use the Marine Corps motto, "Semper Fidelis," because they were always faithful and withstood abuses far greater than anybody believed was possible.

Reprinted from Yachting, May, 1943.

The boats used were early editions of the standard type landing craft . . . had been in operation for approximately one year. Therefore under normal circumstances of war service, they would have been considered worn out.

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MARINE PLYWOOD **Plymetl**

AIRCRAFT PLYWOOD **Phemaloid**

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*Wood-Pussy

13' 6" x 6' 0"

As her name implies, it's dangerous to try to catch this up-to-the-minute wooden cat. Fast, able and stiff, she's a grand little putter-arounder for Mother and Dad or a first-rate trainer for both Sonny and Sis. In fact she'll take all four for that Sunday picnic—and pull up on the beach. *Perfect for club classes!*

*Coracle

Currently there's a famine in dinks. Here's a good eight footer. All plywood, she rows and tows equally well and only weighs 65 lbs.

*Dater

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Acquaintance starts with a "date". So I hope this trim little packet may become an introduction to the Visitor, Over-Niter and other members of "Abbott's Fleet". Long, slim waterlines make her a smart sailer and yet she has two fine bunks, galley, plenty of lockers and four foot plus headroom below. She is fitted for power by outboard.

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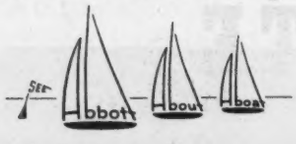

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Donald B. Abbott
510 Boston Post Road, Mamaroneck, New York

THE BEST YACHTING BY A DAM SITE

(Continued from page 50)

natural waterway; shoreline, 500 miles.

Great Falls Dam (Tennessee)
Lake being developed.

Great Salt Lake (Salt Lake City, Utah)

Guntersville Lake (Guntersville, Alabama)
Length, 82 miles; shoreline, 660 miles; reservoir area, 68,200 acres.

Hale's Bar Dam (Tennessee)
Lake being developed.

Hiwasee Lake (Murphy, North Carolina)
Length, 22 miles; area, 6,280 acres.

Kentucky Dam (Paducah, Kentucky)
To be completed in 1945; length of lake will be 184 miles.

Lake Mead (Boulder Dam, Kingman, Arizona)
Length, 115 miles; shoreline, 550 miles; area, 146,500 acres.

Lake Mead (Boulder Dam; Boulder City, Nevada)
(*See above*)

Lake of the Ozarks (Warsaw, Missouri)
Length, 125 miles; shoreline, 1,200 miles; area, 86 square miles.

Lakes Mohawk and Sequoyah (Tulsa, Oklahoma)
Area, 300 acres.

Lake Murray (Columbia, South Carolina)
Shoreline, 520 miles; area, 78 square miles.

Lake Pleasant (Pleasant Dam; Phoenix, Arizona)
Lake being developed.

Mansfield Dam (Texas)
Length of lake, 65 miles; shoreline, 270 miles; area, 41,940 acres.

Norris Lake (Knoxville, Tennessee)
Length, 128 miles; area, 40,160 acres.

Nottely Dam (northern Georgia)
Lake completed in 1942; now being developed.

Parker Reservoir (Colorado River, California)
Lake being developed.

Pickwick Lake (Shiloh National Park, Tennessee)
Length, 50 miles; area, 46,800 acres.

Pinopolis Reservoir (Charleston, South Carolina)
Area, 95 square miles.

Roosevelt Lake (Roosevelt, Arizona)
Lake being developed.

San Carlos Lake (Coolidge Dam; Globe, Arizona)
Lake being developed.

Santee Reservoir (Charleston, South Carolina)
Area, 155 square miles.

Shasta Dam (Sacramento River, California)
Lake being developed.

South Holston Dam (Tennessee)
Lake being developed.

Spavinaw Lake (Tulsa, Oklahoma)
Area, 1,800 acres.

Utah Lake (Provo, Utah)
Area, 145 square miles.

Wantahalla Dam (North Carolina)
Lake being developed.

Watauga Dam (Tennessee)
Lake being developed.

Watts Bar Lake (Loudon, Tennessee)
Length, 72½ miles; area, 41,500 acres.

Wheeler Lake (Decatur, Alabama)
Length, 74 miles; reservoir area, 68,300 acres.

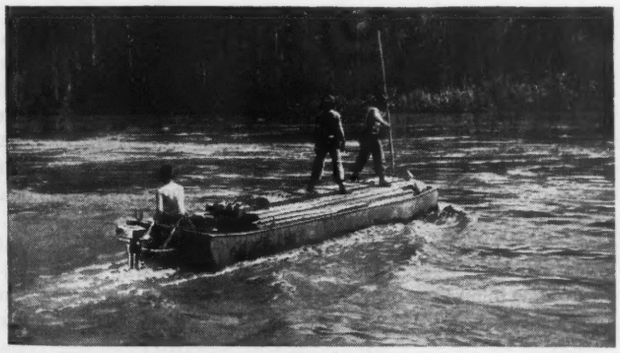
Wilson Lake (Florence, Alabama)
Length, 15½ miles; reservoir area, 16,200 acres.

Texas is one of the many states which is dotted with man-made lakes of varying sizes. Among these, and in addition to those above noted, are: Austin, Brownwood, Inks, Medina, Marshall Ford, Possum Kingdom, Red Bluff, Wichita, White Rock, and Overholster Lakes.

Many of these waterways, and particularly those in mountainous regions of the West, are located in areas which are some

"What would the Ar-my do with-out the En-gi-neers?" pops the $64 question in "Song of the Engineers". A hard one to answer! Wherever the Army advances, in tropic jungle or Arctic outpost, the Engineers are out in front preparing the way . . . building air fields . . . throwing bridges across broad rivers . . . constructing highways over formidable mountains . . . resourcefully transforming "impossible" assignments into routine tasks.

Speed is a vital factor with the Engineers, and outboard motors have proved highly useful in ferrying and bridging operations. The Evinrude above, fresh from its packing case, will soon know what it is to "get the works" from the hard-working Engineers.



1 Mounted on the stern of a standard Engineers' ponton, (the Army term is *ponton,* not "pontoon"), this Evinrude makes fast work of transporting bridge material. It takes *stamina* as well as power to deliver the goods in this kind of service!

2 Ferries built quickly — here's how the Engineers do it! Several pontons are decked together with standard bridge material and, with motors mounted, the ferry is ready! Here 3 Evinrudes do a "triple screw" job pushing a truck up stream.

3 Ready to go with another load. Such service is not as spectacular as that performed by the great Evinrudes that drive the Engineers' speedy Storm Boats, but it's as important — and it may have to be performed under battle conditions!

4 After Victory there will be thrilling new Evinrudes for all to enjoy! Today it is *our* job to deliver to our fighting forces the finest motors that all our skill and long experience can build! EVINRUDE MOTORS, Milwaukee, Wisconsin

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A vital part of any invasion fleet, the Navy's new LCT has reverse gear remote controls designed and manufactured by Columbian.

Pioneers in design and marine application of hydraulic and electric-hydraulic remote controls and motion transfer mechanisms, the Columbian Bronze Corporation stands ready to give you the benefit of its extensive experience in this field.

Consult Columbian engineers for remote controls for steering, reverse gears, throttle or governor operation. Also special hydraulic systems to satisfy unusual demands.

Columbian engineering design and development facilities are prepared to design a remote control application to meet your particular need. Columbian welcomes the opportunity of working with the boat designer, builder or owner on any remote control problem.

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FREEPORT LONG ISLAND NEW YORK

distance removed from population centers. Prior to the war, however, it was found that as soon as any one of the lakes began to fill, parks, camps and whole communities began to spring up as if by magic. With them came the embryo yachtsman, and before long moorings were down and a fleet of cruisers, knockabouts, and small one-designs came into being. County, state and government officials played a major role in supporting yachting activities, and few were the lakes in which marinas, docks, or mooring areas had not already been established or were in the process of construction. But Pearl Harbor brought an abrupt halt to such essential developments, and it follows, therefore, that it will be at least a year or two after the war's conclusion before work is renewed on such projects.

Perhaps it is all for the best, for the enforced postponement of these large-scale plans (the estimated cost of one marina was slightly less than $1,000,000) has enabled interested officials to develop their plans with studied care and with an eye to future developments. The war, however, has not interrupted the construction of many of the more important dams themselves. The T.V.A. program is proceeding according to schedule, and the mammoth project of the Arkansas Valley Authority — which will embrace parts of Louisiana, Arkansas, Tennessee, Oklahoma, Missouri, Kansas, New Mexico, and Colorado — is scheduled to produce thousands of square miles of yachting waters.

Despite the preoccupation of the war, every effort is being made by the official bodies which control these many waterways to facilitate their use during the war years and at the same time to make specific plans for future developments. A recent report, for example, reveals that interest in recreational boating on Lake Mead was consistently maintained during 1943. Despite the fact that many local boat owners are in the armed forces, the registration of privately owned craft on the lake showed a decline of less than 20 per cent. In singing the nautical praises of Lake Mead there seems to be one point that most publicists overlook — a consideration which should completely backwind those who associate man-made lakes with centerboard boats — the lake's depth is 570 feet!

Two of Idaho's most beautiful bodies of water are Pend d'Oreille and Coeur d'Alene. The former is a natural lake, and is the location of the famous Farragut Naval Base, but it is soon to be improved by dam construction. A plan is now in the making which calls for the construction of a dam at Albeni Falls which will stabilize the water in both the lake and the Pend d'Oreille River and will create a wooded and winding shoreline of nearly 500 miles.

Anderson Ranch Dam, now under construction at a point twenty-five miles southeast of Boise, Idaho, will provide another new inland yachting center. This structure, scheduled for operation late in 1945 or early in 1946, will reach an ultimate height of 444 feet, and will be the highest earth filled dam in the world. The Anderson Ranch Dam development is part of the Boise Federal Reclamation Project, located in southwestern Idaho and eastern Oregon in the Boise, Payette, and Snake River Valleys. Boating facilities already exist on the Deer Flat Reservoir near Nampa. Here a Water Sports Association has been formed and regattas are held regularly.

Swinging eastward, one finds that the T.V.A. is making steady progress with numerous plans for increased boating activity throughout its many interlocking lakes and rivers. Fort Loudon Lake, which extends downstream from Knoxville for thirty miles or more, has just been completed. Kentucky Lake, which stretches all the way across the western part of Tennessee and Kentucky, will be completed in the early summer of 1945. Marinas are being built every thirty miles on all of the T.V.A. waterways, and it may be anticipated that numerous privately owned docks and floats will provide an unbroken 900-mile chain of way stations for the cruising yachtsman of tomorrow.

\+ + +

A "Cook's Tour" such as this of existing and potential inland yachting meccas can do no more than skim the surface, yet it does go to prove that "thar's a lot of water in them there hills." What is more important, it promises a future for inland yachting which all but staggers the imagination!

MAKING THE SEAS SAFE

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is our job
TODAY on
110-ft. SC Boats

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—and for owners of
TRUMPY-BUILT YACHTS
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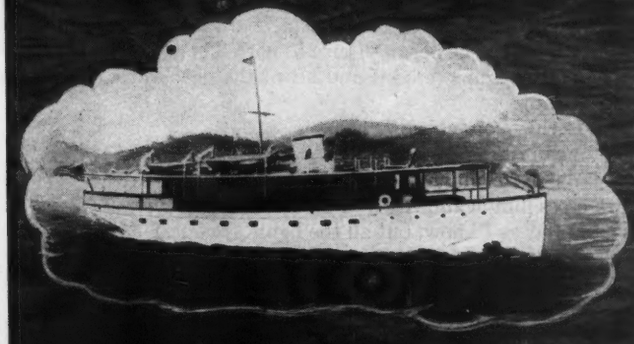

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K Kidde

IN THE MORNING WATCH

(Continued from page 66)

coxswain, who, with his seaman mate, was waiting beside his beloved depth charges right aft. Their lashings would by now have been removed, their pistols fitted and set, and at the jerk of a lever one by one those death-dealing barrels of T.N.T. could be sped on their way within a second. Both forward and aft the guns' crews would be alert and, to one whose eyes had grown accustomed to the darkness, their dim, steel-helmeted silhouettes might perhaps be visible against the sky.

All these things, I say, I pictured in my mind while we waited and it seemed a mighty long time before anything happened. I could not help wondering once again during those tense moments what the effect on a ship as slow and as lightly built as ours would be when a depth charge was dropped in comparatively shallow water.

A heavy concussion accompanied by a deep rumbling roar interrupted my morbid train of thought. My head hit the steel bulkhead behind me with a sharp crack which almost stunned me; a brilliant blue sizzling arc appeared on the switchboard, and all the lights went out. Pulling myself together with an effort, I let go my grip of the clutch levers, and went to the switchboard which was continuing to give a fireworks display. Hastily I pulled out the direct supply switch and put the ship's lights and power over to the batteries. The blue arc in the contact make-and-break died down, and two or three of the fifteen bulbs in the engine room came to life again. I saw by their light that Neale had reached the control platform but, before I could get back to take over from him — and that seemed to me to be my proper place in the circumstances — a second resounding concussion shook the ship and put out the remaining lights. A third one occurred just as I had groped my way in total darkness back to the controls, throwing me hard against Neale. As we disentangled ourselves I told him to get an electric torch if he could find one, but on no account to strike a light as there was now a strong smell of gasoline.

Apparently he had a torch in his overall pocket for, almost at once, a narrow, brilliant beam of light darted about the engine room, illuminating in turn the revolution counters and telegraph dials. To my great relief I saw that the engines were still maintaining their speed, a vital necessity if we were to drop our remaining depth charges without serious damage to the ship and to complete our "pattern" effectively. For a moment I was undecided whether to fetch out our reserve supply of bulbs, which had been carefully packed against such an emergency, or to await further developments. But almost at once a jangling of bells brought the light of the ever-ready Neale to the telegraph faces to show that the port one had moved down to "stop."

Rapidly I closed the throttle of that engine and disengaged its clutch. The ship heeled to starboard as the helm was put hard over and she began to turn to port. The voice pipe whistled behind me. I answered it and heard the deep voice of the first lieutenant.

"Is that you, chief?"

"Yes, sir."

"We're turning now, and will drop the other three as soon as we cross him again. Are you all right down there?"

"So far as I know, but all the lights are out. Contact breaker bust and all the bulbs or fuses have blown."

"Well, carry on as best you can; we won't be long now, and the captain says. . . . "

The telegraph gongs interrupted him. Port engine at "full ahead" again, I saw. So I left the voice pipe, jerked in the clutch, and opened the throttle wide once more.

It was eerie in that dark and stuffy engine room which was vibrating with the roar and clatter of machinery. Only a small portion of it could be picked out at a time in the beam of the torch, and the reek of escaping gasoline was becoming worse. Although only a few minutes could have passed, it seemed an age before the now familiar concussion, followed quickly by a second one, shook the ship. There was a slightly longer pause before the last and final depth charge was let go, and then I heaved a great sigh of relief. All six charges had now been

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Today, at seventy, Elmer Bergquist is one more old-timer for the youngsters of the industry to look up to and admire — one more example of the kind of men who are helping American shipbuilders to make their contribution toward winning the war.

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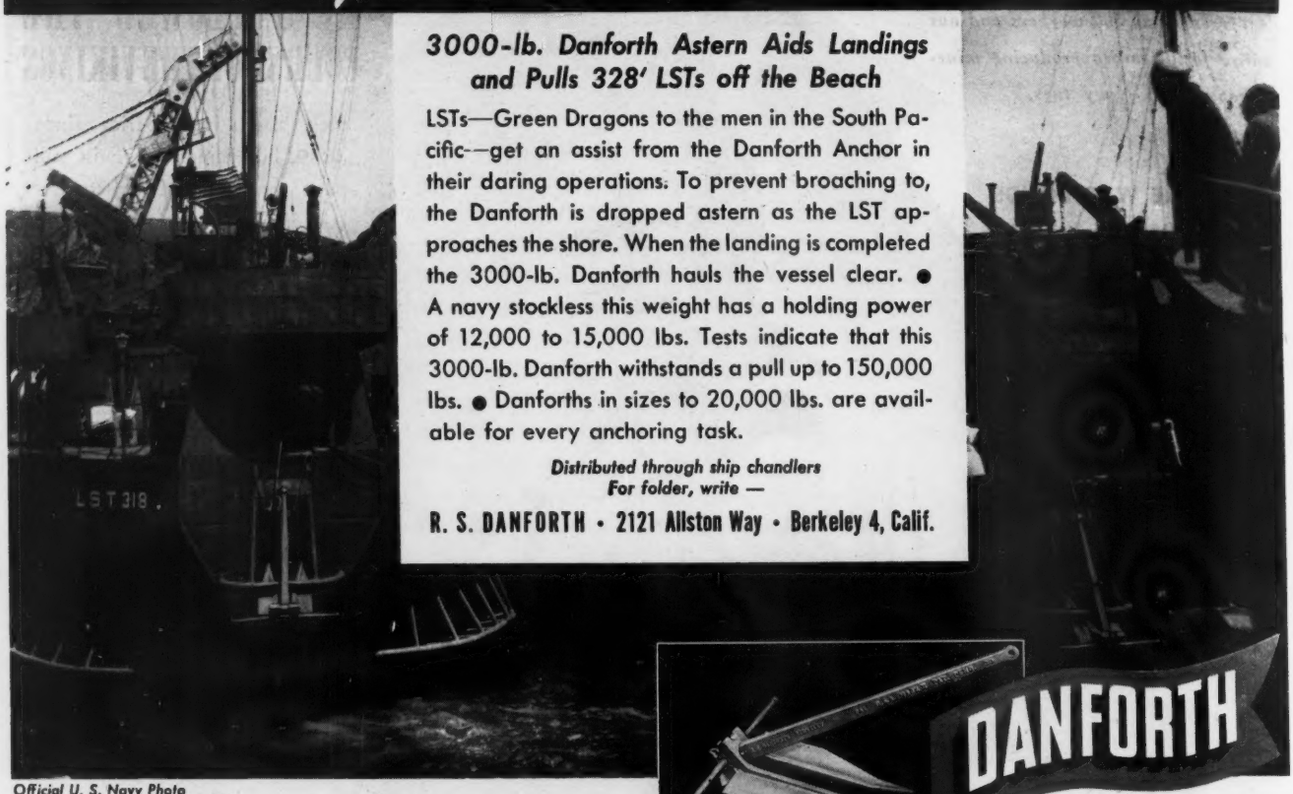
THE *Dragon's Tail* — A SECRET WEAPON



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LSTs—Green Dragons to the men in the South Pacific—get an assist from the Danforth Anchor in their daring operations. To prevent broaching to, the Danforth is dropped astern as the LST approaches the shore. When the landing is completed the 3000-lb. Danforth hauls the vessel clear. ● A navy stockless this weight has a holding power of 12,000 to 15,000 lbs. Tests indicate that this 3000-lb. Danforth withstands a pull up to 150,000 lbs. ● Danforths in sizes to 20,000 lbs. are available for every anchoring task.

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• BUY WAR BONDS

dropped, yet the ship was still afloat and her engines and propellers appeared to be undamaged in spite of our pessimistic prophecies. Whether we had killed our prey I really did not know, nor could I understand then how anyone else could know either, for submarines are not like other ships. Their proper place is beneath the water and a little oil floating on the surface of the sea is no proof that the death blow has been administered; the crews of hunted submarines have often been known to discharge oil from their craft with the express intention of misleading their attacker.

However, the immediate excitement was over and I had quite enough small troubles in my own department to occupy my mind but, before I could deal with them, a succession of orders came to us *via* the telegraphs. "Slow," "Stop," "Half astern"; then "Stop" again. I judged that a dan buoy was being dropped to mark the spot, so that future investigations could be made if necessary, and then at slow speed we began to circle round and round until such time as our relief should arrive.

As soon as I deemed it safe to leave the controls in Neale's somewhat inexperienced hands, I connected up a small light to a spare Aldis lamp battery and went to track down the smell of gasoline. It emanated, I soon discovered, from the carburetor of the A.S. generator engine. The concussions had shaken the float from its needle, and the float chamber was in a state of constant flooding. It was a simple matter to put it right in less than a minute and then I was free to devote my attention, with the coxswain's assistance, to the electrical breakdown. He was a leading torpedo man and the captain had sent him down to help, since torpedo ratings are trained electricians. We soon had a temporary light rigged over the switchboard and then were able to fit new wire in the fuses which had blown and replace a few of the damaged bulbs with new ones.

But that was only half the trouble righted. The heavy consumption of the D.G. coils had put a large drain on the batteries and, in the short time that had passed since I had brought the batteries into action, their voltage had fallen to an alarming degree. We found that the arm of the circuit breaker, when it arced at the dropping of the first depth charge, had welded itself securely to the mercury containing cups and it was necessary to by-pass it for the time being before we could bring the main generator into action again. There was room for only one man to work at that at a time, so I left it in the coxswain's capable hands and set out on a tour of the ship to discover what damage, if any, had been done elsewhere.

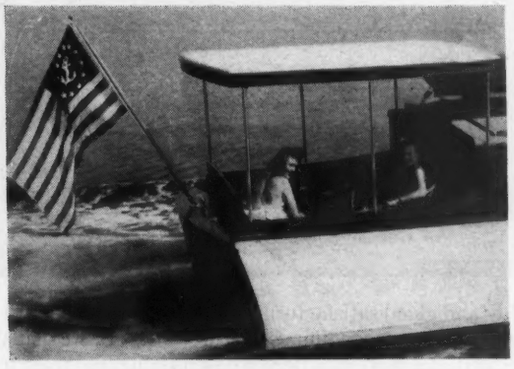
On reaching the deck I was surprised to find the first pale gray light of a winter's morning spreading from the east. Apparently I had been too busy to notice the passing of time. Away on our beam, bobbing about on the whitecapped sea, I could just make out our red and white striped dan buoy, its small red flag streaming out straight in the wind, and to the northeastward of it, the thin, pencilled line of the land.

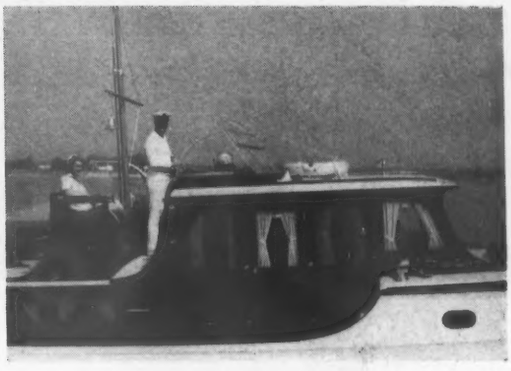
Below, both forward and aft, I found all bilges dry; no sign of weeping rivets, no leaking glands or cocks; in my heart I thanked those West Country builders who had wrought so honestly and well when they had fashioned this little ship, a pleasure yacht, twelve years ago. Ginger, the ship's experienced cat, had apparently taken these things for granted; I found him sound asleep, curled up in a comfortable ball in the middle of the captain's bunk.

As I returned once more to the deck on my way back to the engine room, daylight had grown stronger and, coming up on our quarter in a white smother of spray, I saw the low, gray shape of our relief. A Morse lamp flickered from her bridge, answered at intervals by our own. Both looked unnaturally bright under the lowering gray clouds which still hurried from the southwest across the sky. And then I glanced to windward where our dan buoy lay and I noticed for the first time that there the spray no longer flew. Over a wide area the sea was smooth and unbroken; welling up in great gouts from the depths below was a large quantity of oil.

There was little doubt about it now. That could surely be no hoax, no make believe, no trick, but the genuine death rattle of an underwater raider. So it seemed our weeks of training and our long, dreary months of waiting had been worth while.

A Forecast Towards the DAWN of Tomorrow





Walter L. Faust's Dawn '46' Optimist III. Launched July, 1941; powered with twin Gray 165 H.P. gasoline engines with 2 to 1 reduction gears; cruising speed 15 m.p.h.; top speed 23 m.p.h. A true family boat with an inimitable Dawn "individualized interior" for comfortable living afloat.

View of the owner's spacious cabin, looking forward. To port is the lavatory, showing shower stall with frosted glass door. To starboard, directly behind the divan-berth, is a large chest of drawers. Steps lead up to the saloon.

Rear of saloon, looking aft. The divan is convertible into a berth. As spacious a "living room afloat" as will be found on many boats of greater dimensions and tonnage.

Leading the trend To Smaller Yachts

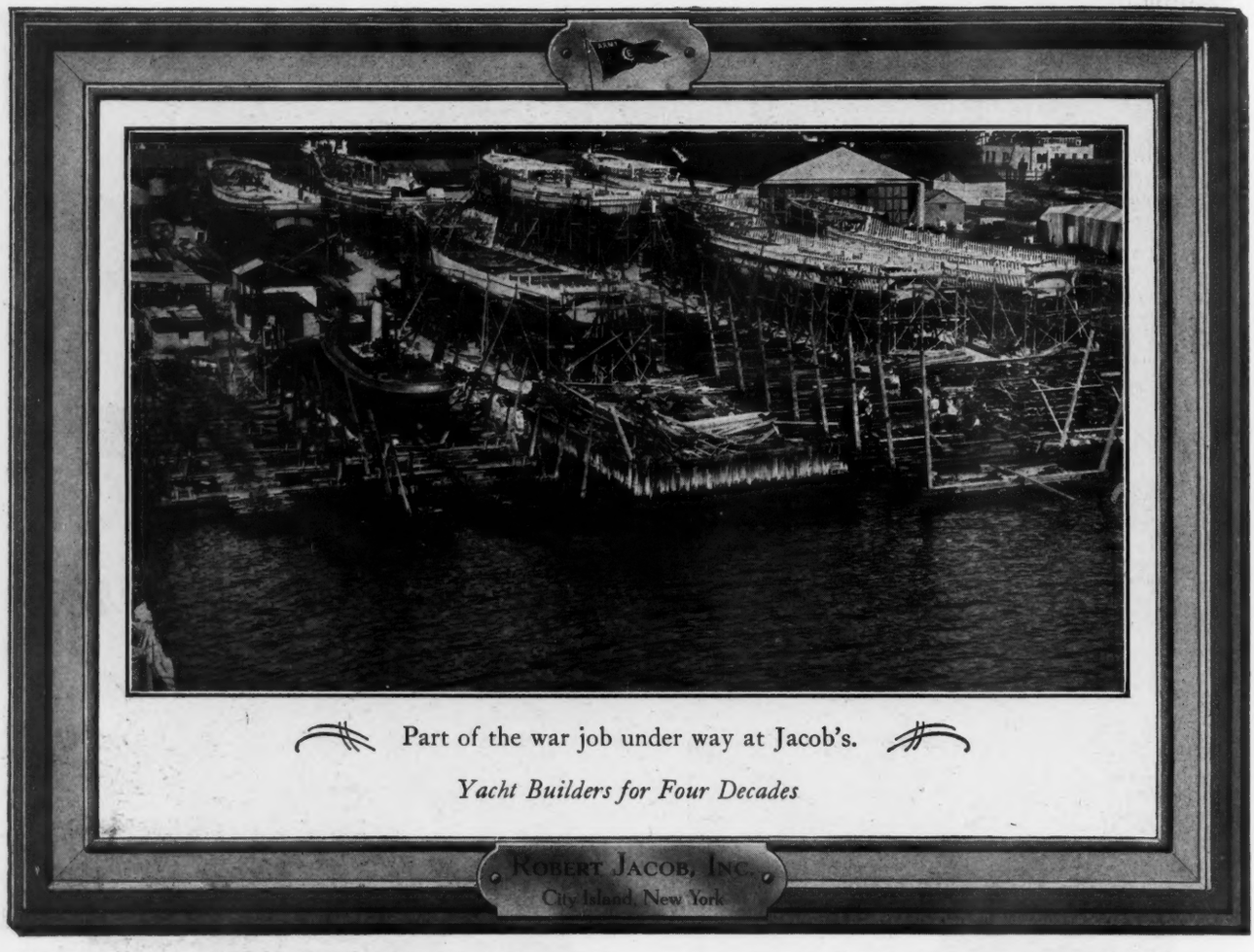
DAWN

CRUISERS, INC.

FOOT OF PATTERSON AVE., NEW YORK 61, N. Y.

Builders of:

U. S. Navy Plane Rearming Boats • U. S. Navy Twin-Screw Picket Boats • U. S. Army Motor Tow Boats • U. S. Army Eureka Aircraft Rescue Boats



Part of the war job under way at Jacob's.

Yacht Builders for Four Decades

ROBERT JACOB, INC.
City Island, New York

LOTS OF YACHTS IN THE WOODS

(Continued from page 38)

government agencies and private industry working together.

During the early experimental work on glued lamination for marine use, one of the greatest problems facing research engineers was that of developing suitable glues and methods for curing. Unfortunately, the methods used in making marine plywood could not be applied to the thicker laminae used in ship timbers. Wood is composed of tiny, air-filled cells which resist the conduction of heat. Although the thin layers of veneer used in making plywood could be penetrated without difficulty, heavier material presented a more difficult problem. The glue between thick pieces would not harden, or polymerize, as the chemists say, with the high-temperature phenol resin glues.

Experiments were directed toward the use of urea resin glues, because of their ability to polymerize at room temperatures. In testing these glues, the Navy, in 1941, constructed two 50-foot boats and fitted them with glued stem-keel units, horn timbers, shaft logs, and frames, all of white oak. After a year of service, these boats were hauled out. A close inspection revealed several places where delamination had occurred. Likewise, some test pieces immersed in salt water during this time showed glue line weaknesses. The cause was attributed to a chemical action which developed between the tannic acid in the oak, the urea in the glue, and the salt water. Luckily, about this time some remarkable new low-temperature phenol resin glues were developed which, containing an alkali accelerator and capable of setting at 200° F, proved ideal for the heavier lamination, since that temperature is not beyond the range of available equipment. In January, 1943, another Navy boat was constructed with this new glue. She is now in service and has proved so satisfactory that the Navy has ordered many additional boats similarly constructed.

During these experiments, the moisture content in the lumber was a constant problem. Too much moisture had an adverse effect on the glue, and although the wood could be dried thoroughly and glued satisfactorily, the wood was subject to considerable swelling when immersed in water. It was finally discovered that a moderate degree of seasoning, reducing moisture content to 12 to 15 per cent, is the answer.

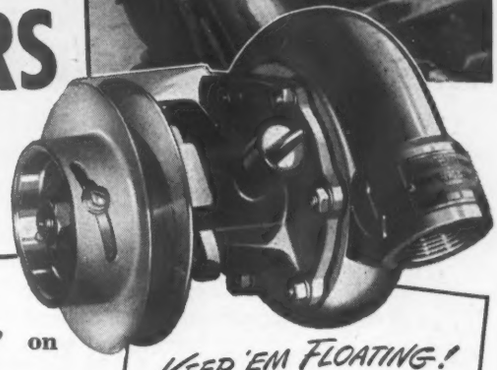
The efficiency of any glue depends to a large extent on the character of the surface to which it is applied. A poor job of planing will result in a complete failure of the glue line. Ordinary planing mill surfacers, such as are used in dressing construction lumber, have a tendency to leave tiny wave-like markings on the surface of the wood. This is especially true where low-speed cutting heads or too few knives are used. Only a good, high-speed cabinet planer can be relied upon to provide a satisfactory surface. For this reason, boatbuilders should purchase glued timbers only from firms which have the proper equipment and necessary experience in manufacturing this new product.

The nine advantages of glue laminated boat construction are: 1. Keel assemblies prefabricated as a unit from stem to stern post; 2. surface free of checks, thus less area exposed to decay; 3. greater structural strength; 4. Ready-bent framing available to fit specifications; 5. members of any reasonable length, thickness or shape; 6. no waste in construction; 7. no steam bending facilities needed by the boatbuilder; 8. uniform moisture content throughout each piece; 9. better appearance.

It is to be expected that one of the most important post-war phases in the marine lumber field will be the development of processes for protecting wood against: (1) so called "dry rot"; (2) the ship worm, alias the teredo. An intensive study of both of these problems is now under way at the Forest Products Laboratory. Success will relieve two of the boat owner's chronic headaches and contribute to the conservation both of materials and of the yachtsman's exchequer. Success would also permit the use of now unused species of trees.

The teredo, ah the teredo! Here plywood may again prove its worth. The teredo, it is said, is reluctant to leave his own private piece of wood and cross a joint into another piece. If that is fact and not just nature faking, a teredo in a piece of plywood would be in the same embarrassing predicament as the chameleon on a scottish plaid; he would die of frustration.

VICTORY GARDENERS OF THE SEA



No weather is too foul, no cold too bitter, no hardship too great for the men of the fishing fleet . . . harvesting a precious food crop from the "Victory gardens of the sea."

Never before have small craft played so big a part in any war. Tugs, trawlers and patrol boats. Invasion craft that land our fighting "Beach Busters" on enemy shores.

To the heroes who man them . . . and to the ace builders who supply their hulls and engines . . . we make this promise: You may rely on us for marine engineered equipment worthy of the job, and for constant research to make it even better.

KEEP 'EM FLOATING!

MARINE PRODUCTS BILGE PUMP . . . Three series — 150 g.p.m. — at various head pressures—threaded pipe or hose connection; one series 40 g.p.m.; one series 250 g.p.m. * * * The sea is no place for puny, unstreamlined flows that falter over sand, grease or debris—including fish scales.

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Marine Products Throttle and Clutch Controls. Easy, responsive, positive control is a first requirement for all types of small craft. No place for laborious installations — outmoded linkages — distortion, binding or lost motion.

MARINE ENGINEERED EQUIPMENT

By next April we hope we'll be helping you with fitting-out—here at City Island. Meantime, let's all Buy More War Bonds.

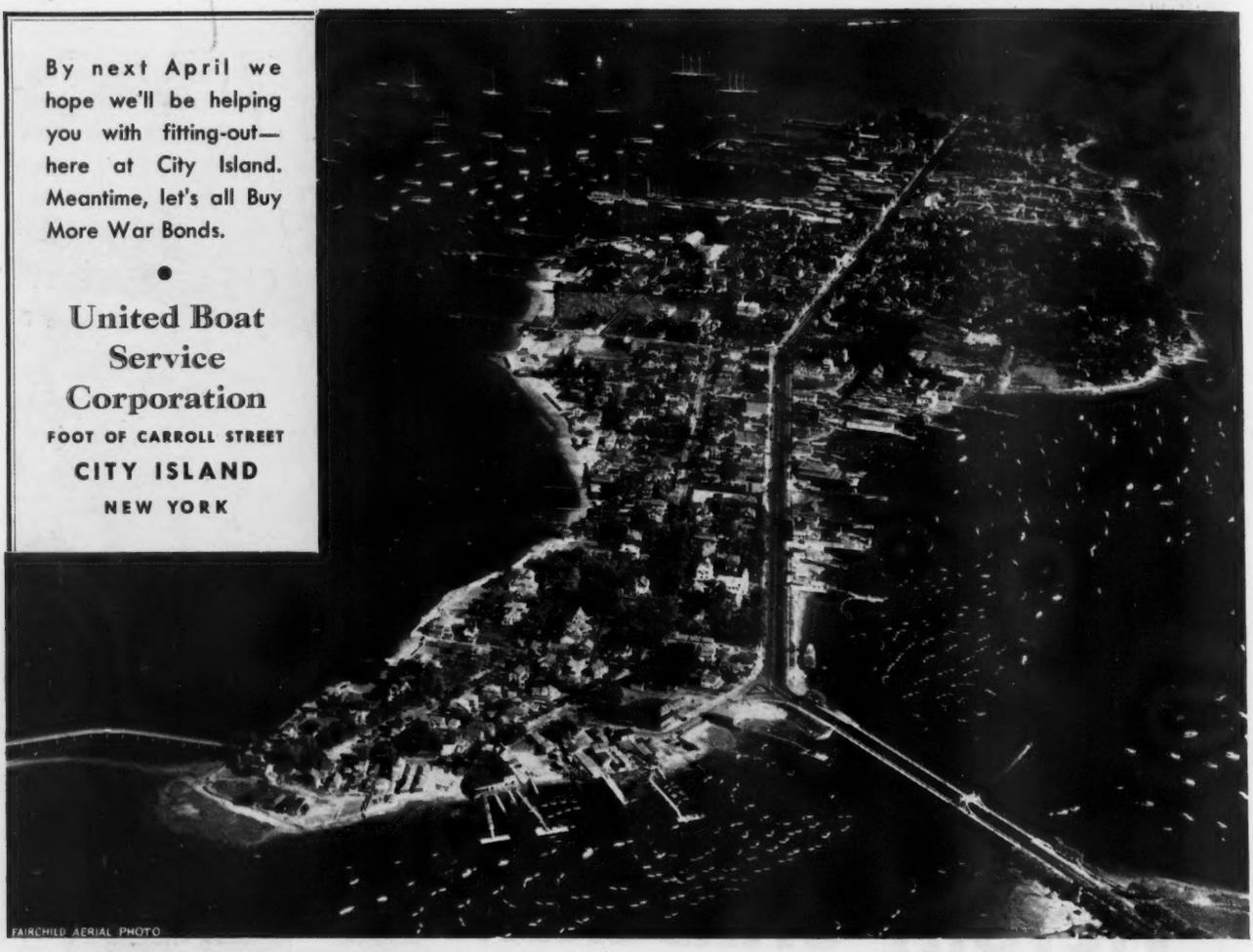
•

United Boat Service Corporation

FOOT OF CARROLL STREET

CITY ISLAND

NEW YORK



FAIRCHILD AERIAL PHOTO

WOMAN POWER TAKES OVER

(Continued from page 57)

success. Into a half cup of turpentine (using tube colors ground in oil) we squeeze about one inch of raw sienna, one inch of raw umber, and about one half inch of burnt umber. This we brush on a piece of wood approximating the color of *Vida's* African mahogany trim.

Black, weathered spots we bleach with hot oxalic acid solution. (It's rare when weathering can be sanded out without leaving a hollow.) The bleach is made by dissolving a teaspoon of the acid crystals, bought in a drug store, in a cup of boiling water. We paint the solution over the weathered spots with a brush or small wad of cloth bound to a stick. Strong sunlight helps the bleaching action, which takes about fifteen minutes.

We apply stain with a brush, allowing it to slop over on the surrounding varnish. This excess we wipe off with a cloth, so that no overlaps can be seen. If the color appears too dark, it can be lightened by wiping off some of the stain before it dries; if too light, another application can be added. When the stain is thoroughly dry, we feather a coat of varnish over it. If there is a great difference in levels between taken down sections and the adjoining varnished surface, we wait a day, sand lightly again, and feather in a second coat.

7. Paint the motor. (Cleaning rust spots from the metal with fine emery paper is one of our grey day jobs.) After wiping with gasoline, we apply a coat of metal primer to the bare spots, and then a coat of engine enamel.

8. Prepare and paint topsides. Preparing topsides is a big job, principally because there's no way of making the surface smaller. If the paint is in good condition, however, a pair of women can accomplish the task without too much fatigue. They may, however, need help in setting up the scaffolding.

9. The Mate will paint the boottop, while the Bosun paints on new numbers, using a stencil purchased for the purpose.

10. Clean the cabin on a day unsuitable for painting. If a power line is available, a vacuum cleaner is a blessing.

11. Put aboard booms, sails, sailcovers, anchors, mattresses, stove and other gear taken home for the winter. The Bosun and I accomplish this by using a halliard. Even awkward, heavy booms are quite manageable if hoisted at both ends. Another line, handled from below, makes it easy to hold these destructive objects off the topsides and rail.

12. Prepare and paint the bottom. *Vida's* underwater surface was cleaned well with a steel brush in the autumn, and she will need little sanding. Otherwise this would be one of the jobs to turn over to the yard.

Since all anti-fouling paints are poisonous we don a mask for bottom work. The kind sold to protect baby when you have a cold is fine. We've discovered that you don't need to be an old salt to fill bottom seams well. The Bosun and I did the job last year; and after she swelled, *Vida* didn't take much more than a bucket through her seams all season.

13. All other jobs will be arranged so that the bottom may be painted as close to launching as is recommended by the paint manufacturer. Many anti-fouling preparations require launching within a few hours after the final coat, and we have learned to make sure the yard will be ready to put her over at the proper time.

14. At this point *Vida* will be "ready to go." We'll have the yard drive her plugs, launch her, step her mainmast and set up the standing rigging.

15. While *Vida* is swelling, we'll paint the dinghy, and renew her canvas bumper if necessary.

The Bosun and I now most certainly will want to lie in the sun, but more work will be awaiting us.

After-Launching Jobs. 1. Give the rail and all horizontal varnished surfaces a light sanding and another coat of varnish. Vertical surfaces, with the exception of the outer face of the rail, usually require less attention.

2. Prepare and paint canvas deck and cabin top. As usual, the first step is to scrub with warm water and a grease solvent.

Always above water

... a phrase that means out of danger; secure ... a phrase that's truly descriptive of all WINNER products • Every day and night of war our life rafts, floats and similar marine devices are playing a major part in insuring greater safety at sea • Later, we will produce for a peace time America, products of a somewhat different nature, but still, products that will be "always above water".

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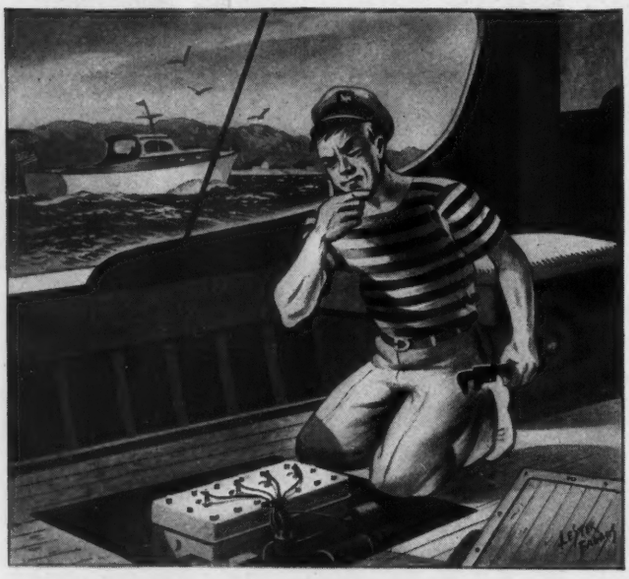
Telling you about them, NOW, So you will remember them WHEN . . . !

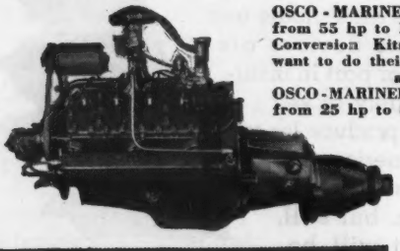


ANY WARM ENGINE WILL RESENT a COLD SLAP in the CYLINDERS

That's the reason OSCO lays such stress on Circuit Flo* manifolding. That double pre-heating of the circulating water before it enters the cylinder block makes a heap of difference in engine performance and performance economy. A warm engine functions the way it is designed to; a chilled engine cuts up all sorts of didoes.

Every OSCO-MARINED Ford engine is sure to give typical Ford automobile performance —the kind a million drivers can testify to— because the OSCO conversion fits it for the special conditions it meets afloat. There's the same steady development of power, the same economical gas consumption, the same take-you-out-and-bring-you-back reliability.

AND, if it's an adjustment you need or a replacement part you require, there's always a Ford mechanic and a Ford parts dealer just at the head of the dock. *T.M. Reg.



OSCO - MARINED Ford Engines from 55 hp to 100 hp range and Conversion Kits for those who want to do their own converting.
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OSCO - MARINED Hercules Diesels from 25 hp to 85 hp range.

OSCO MARINED MOTORS
FORD (Gas) Engines and HERCULES (Diesels) Converted to Marine Use.
OSCO MOTORS CORP.
2020 E. Orleans St. Philadelphia 34, Pa.
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If the surface is in good condition, there's nothing more to do but sand and paint. If the paint is badly cracked and appears to need taking down, the process is longer, but by no means beyond a pair of females.

Since thorough sanding is important, only small sections should be tackled at a time. Fairly heavy paper is used until the raised "lips" at the edges of cracks have all been cut off. Loose paint, of course, must be pried out with putty knife or paint scraper. When all edges are tight and smooth, the breaks are ready to be filled. Hairlines we repair with flat paint. For wider breaks, we use either marine brush cement or marine trowel cement thinned to the consistency of heavy cream. In either case, we tint the filler to match the decks.

The instrument for filling deck cracks is a smooth block of wood over which three layers of cotton cloth have been tacked. We wipe paint or brush cement across the cracked surface with an old paint brush. Then we scrub hard with our padded wood block until the filler has been forced into the openings. Dipping the block into gasoline before starting helps to keep the cloth from becoming tacky. Large breaks in the painted surface are faired up with tinted trowel cement applied with a putty knife. A careful sanding follows these processes. Then we paint.

3. On rainy days we plan to work below decks, washing down white enamel surfaces, protecting varnish with furniture polish, and linoleum with non-skid wax. Interior painting will be kept to a minimum; probably no more than one coat of enamel and one of varnish in the galley, and a coat of white rubber tire paint on the rubber companionway stair treads.

4. When everything else is shipshape, we hope to get to the exterior brass and polished bronze. We don't expect to be able to keep the metal bright without the Skipper's help — and our plan is to polish only once at the beginning of the season. As soon as each surface is clean, we intend to protect it with several coats of varnish, darkened with our regular mahogany stain. This we think is more attractive than the usual stanchion brown paint, and experiments with clear varnish last year showed satisfactory protection from corrosion.

RIVER ICE BREAKING

(Continued from page 63)

barrier and, on a 24-hour schedule, the *Del Commune* began to nibble at the huge ice field. Progress was slow and less experienced observers began to scoff at the vessel's pitiful showing. What they didn't realize was the fact that the Coast Guard officer and the U.S. Engineers crew were gradually undermining the entire ice field which stretched ten miles upstream.

Late one night, as the *Del Commune* continued her battering-ram tactics, the field began to rumble and move. Scurrying back to the protecting locks to avoid being smashed, the *Del Commune* stood by while millions of tons of ice thundered over the dam.

For the second consecutive year, the Illinois River has remained open all through the winter season, and the ships, food and equipment with which our armed forces and Allies must be supplied have continued to move to tidewater in an unending chain. The Mississippi channel is navigable farther north than ever before in winter history; and, if wartime needs become more acute, the upper stretches of Old Man River once again may be roused from their winter slumber before spring. Moreover, if this year's ice-breaking proves as successful and as progressive as that of previous seasons, the annual drive may continue even after the war.

SAILS AND SAILMAKING

(Continued from page 59)

and Mr. Coventry and Sir J. Minns for keeping it broader." It appears that disputes are nothing new among the sailing fraternity. The current opinion is that narrow cloths make for better fitting sails due, no doubt, to the fact that the doubling caused by seaming the cloths down the center gives additional strength at this point, and also to the well-known fact that cloth has less tendency to stretch along the selvage, thus assuring minimum distortion due to stretching at the seams. In any event, the best sails to-day are those with the narrowest cloths.

(To be continued)

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HAVE NOW LAUNCHED
FOR WARTIME SERVICE

MINE SWEEPERS	A·P·C· TRANSPORTS	BARGES	SALVAGE TUGS
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DRAGGER ·C·W·W·	TOTAL TONNAGE 22298·		

Camden's wholehearted contribution to the war effort is shown in the chart above.

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.
CAMDEN, MAINE
"Member of Maine Boat Builders and Repairers Association"

Wishful Thinking?... NOT BY A LONGSHOT
NO idle pipe dream... The yacht pictured above and scheduled for post-war delivery to a prominent Great Lakes yachtsman has already passed the designing stages in our shops. A 70 footer, power packed with twin diesels, she awaits only the day of Victory for final production. Sure, we're still building 100% on government needs but we're also doing some post-war work planning too... And so are America's leading yachtsmen. Their confidence in our abilities is reflected by the commissions we have on hand, such as this one. Maybe yours will be among them.
STURGEON BAY
SHIPBUILDING & DRY DOCK COMPANY • STURGEON BAY • WISCONSIN

PAINTING PROBLEMS IN WARTIME

(Continued from page 52)

a damp shed or in one of those corrugated iron structures where condensation is likely to occur because of changes in temperature.

After a while, ready-mixed, anti-fouling bronze and copper bottom paints start to eat away the cans, and the bottoms of the containers usually go before the paint starts to spoil. In my opinion, the boat owner should not expect to keep ready mixed anti-fouling copper or bronze paint beyond a year, and certainly not over two years. There is one possible exception. Certain anti-fouling bronzes, as well as the mercury type anti-fouling paints, come in double containers. The double container is a small can within a large one; the smaller can fits inside and at the top of the larger one, and is about a quarter or a third of its depth. The small can contains a dry powder which is usually a mixture of copper and bronze. The larger one contains the liquid or vehicle, into which the powder must be dumped and thoroughly mixed before the paint is used. If you buy anti-fouling paint that comes in a double container, mix the powder gradually and carefully with the vehicle. Stir the mixture constantly and keep on stirring it while you're using it.

There is always the question of whether or not there are any paints that can serve as adequate substitutes for anti-fouling types. To our limited knowledge, there are none; although it is possible that some of the paint companies who manufacture extensive lines of industrial paints may be able to suggest some products that will give the bottom of your ship some anti-fouling protection. If you cannot buy an anti-fouling bottom paint, you can use a hard racing marine finish. But you will probably have to scrub the boat's bottom regularly over the season to keep it free of marine growths.

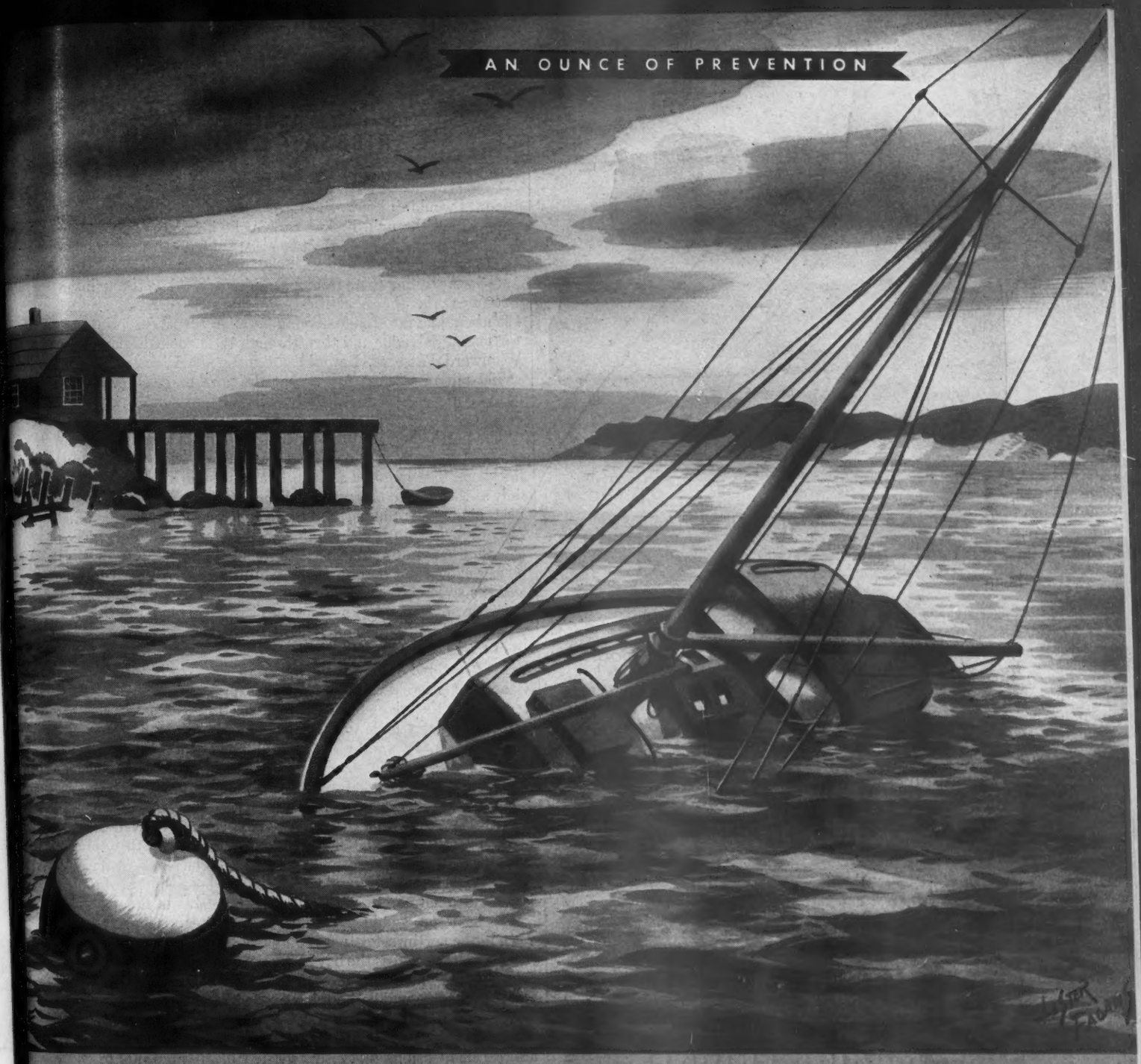
Here is a word of caution in case you are going to switch from last year's anti-fouling paint to a hard racing finish this year. Be sure to take off the anti-fouling finish right down to the bare wood. A "soft" anti-fouling paint does not have the power to hold a hard enamel over it, and neither have the anti-fouling bronzes. Hard racing finishes, being of an enamel consistency, should be applied only over an undercoat known as enamel primer. Do not thin enamels for use as a primer, as such thinning kills their elasticity and causes peeling.

The lead and oil paints consist of pigments ground in oil, to which natural oils, driers and other thinners have been added. The fossil gum varnishes are made of fossilized gums, oils and driers, cooked together in cauldrons which the paint trade refers to as varnish kettles. Basically, most of the synthetics, both paints and varnishes, consist of chemically-created resins, cellulose acetates and glyptals. Here and now we emphatically warn users of synthetic type finishes not to expect good results when they are used over old coats of lead and oil finishes, and vice versa. This is equally true of varnishes. To get the best results from synthetic finishes, they should be built up right from the bare wood.

When you buy varnish, be sure it's a *marine* varnish. If you are unable to get a marine varnish and have to take a household type, be sure that you get one that's been made for exterior use. We have seen any number of cases where exterior household varnishes have been used on boats with excellent results. If you are unable to buy topside white, a top grade lead and oil exterior house paint should be adequate at least to protect the topsides over the season, although you must expect slower drying.

Generally speaking, varnish is never strained, never stirred, and never shaken. If your varnish is dirty or lumpy, strain it through a cheesecloth. Be patient in doing this job; it's slow work but it's worth the trouble. If the varnish is thick or gummy, thin it with turpentine in accordance with the directions on the varnish can. Don't stir it or shake it, as this creates air bubbles that may remain in the varnish to be spread out later on your varnished surface, causing little pimples.

Don't paint or varnish on a windy day because of the risk of flying dust. We cannot still the wind any more than could Old England's King Canute stay the rising tide, but in most localities there's liable to be less wind or the air will be quieter in the early morning than later on in the day. Get at your painting and varnishing early in the morning, but make sure that the boat is neither cold nor damp.



An unpleasant scene the morning after launching!

Many boats will need to be "swelled up" *before* going overboard this year. *Also*, care should be taken that under-water hull connections are in good condition, stuffing boxes packed and bilge pumps in order before the plunge.

Your marine insurance is an important protection that should not be forgotten. Chubb & Son, backed by more than 40 years of valuable experience, will give you that adequate protection and you will be assured of prompt and satisfactory adjustment of losses.

Why not send for our 24 page booklet which we have prepared for boat owners and which covers precautions necessary for yachts laid up and while navigating?

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Represented by Agents and Brokers throughout the Country

used in lifeboats by the Navy and Maritime Commission—in salvage launches and patrol boats by the Coast Guard.

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for runabouts, light cruisers, auxiliaries and fishing boats.

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Especially smooth running . . . the "Arrowhead Junior" model Red Wing is a medium, high speed type engine. Compact—for convenient installation. Light in weight, yet rugged and powerful for all 'round dependable service with economy in operation. 4-cyl. 4-cycle, 20–40 hp., 3¼ in. bore x 4 in. stroke, 133 cu. in. displ., 1000–3000 r.p.m.

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RED WING MOTOR CO., RED WING, MINNESOTA

CARIBBEAN CRUISING

(Continued from page 41)

island. I wouldn't know. I've never been in there, but I'm going before I get through. But we can't poke into every fascinating looking bay and inlet on the two coasts of Cuba if we are going to get on to Jamaica in one article!

If I were sailing there from a Florida port, I'd go through the Bahamas via the Northwest Providence Channel, around Eleuthera and into Exuma Sound between Eleuthera Point and Little San Salvador and then through the Crooked Island and Windward Passages. I would not make for Kingston, but I would put in at Port Antonio at the northeast corner of the island and there plan a leisurely cruise along the north coast of Jamaica.

The north shore of the island of Jamaica is paralleled by a range of mountains which drop into the sea with little or no foreshore. The hundred fathom line is close in and reefs occur only at the mouths of bays and harbors. The north slope is occupied almost continuously by coconut plantations which in places reach from the shore line to the crest of the hills. The combination of deep indigo sea, dazzling white breakers on the reefs, yellow sand beaches, little white villages with red roofs, and the sweep of varnished green coconut fronds up and back to the green grass ridges against the Caribbean blue sky. . . . I was about to put a name to it, but I can't. It's better to sail it than to try to say it.

Twenty-three miles down wind from Annotto is the Bay of Ocho Rios. There several small streams, presumably eight, come together in the triangular flat at the head of this bay and run through a pretty little town that is something of a fishermen's headquarters. Two and a half miles inland, at about 1200 feet elevation, is one of the nicest spots on the north coast. This is Shaw Park, and is noted for its comfortable, rambling hotel and its cool, fresh-water swimming pool, whose intake is the confluence of two mountain streams and whose outlet is a waterfall.

Thirty miles down wind is Falmouth Harbor. At this point I must mention, for the benefit of those who have forgotten it, that Jamaica is in the Trade Wind belt, where windward and leeward are not simply nautical terms but facts of life.

The next stop would probably be at Montego Bay, a resort town in the northwest corner of Jamaica. It is not very interesting in itself but across the bay along the north shore of Hanover Parish are a number of most attractive coves and bays that would make fine puddle-jumping — Maggotty Cove, Mosquito Cove, Lucea Harbor, Great Cove, Orange Cove, Lances Bay, Cousins' Cove, Davis Cove and Green Island Harbor. There is also excellent fishing along this coast. Unless one wants to go down the west coast of Jamaica past Bloody Bay and Negril Beach — five miles of dazzling white sand and coconuts and not a house on it — Montego Bay is a good take-off point for Cape San Antonio via the Cayman Islands, the Yucatan Channel, and then home.

However, it wouldn't surprise me if the taste of Jamaica's north coast would make you want to go on around the island to Kingston. The south shore is rugged and picturesque, with 2000-foot mountains which come down steeply into the sea, alternating with wide stretches of rolling, green sugar cane. There are good harbors and anchorages at Savannah la Mar and Black River, but it is all windward work. From South Negril — Jamaica's western tip — to Pedro Bluff are fifty miles to make good. One might get a beam wind or a point forward of it, but from Pedro Bluff to Kingston there are sixty-five hard, slogging miles. It means sailing right into it all the way.

To cruise the south coast, I would rather make Kingston the first port of call from the Windward Passage. From headquarters at the Royal Jamaica Yacht Club, a most cheery place on Kingston's famous harbor, a couple of weeks could be put in among the cays and islands of the Port Royal shore and Portland Bight. All of them are closely associated with the lurid history of Sir Henry Morgan, Sir Francis Drake, and other less savory sea rovers. Then, if one wanted to square away before a fair wind along this lovely mountainous coast, it could be sailed in comfort with a short beat into Montego Bay at the end of it. This would bring us back to the point of our take-off for home.

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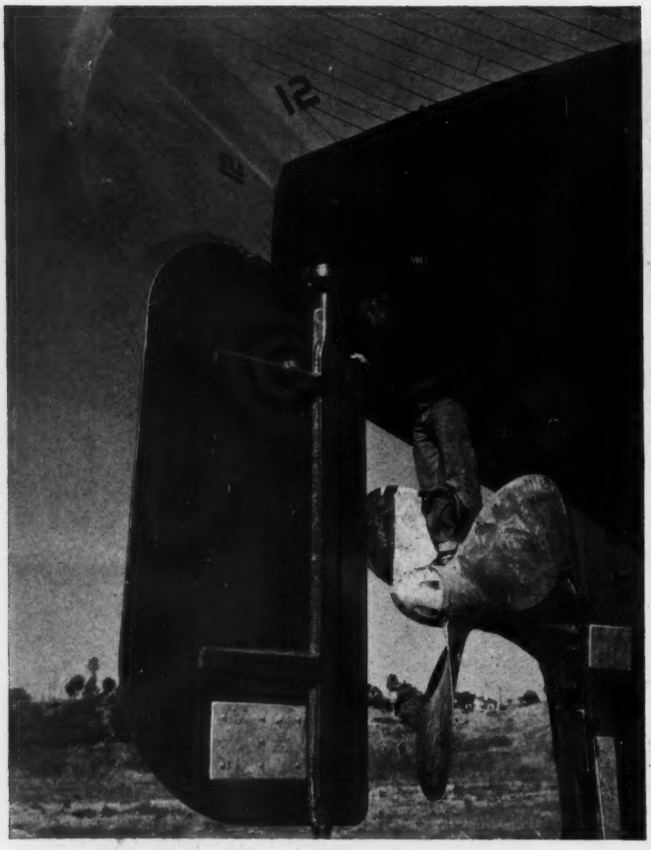

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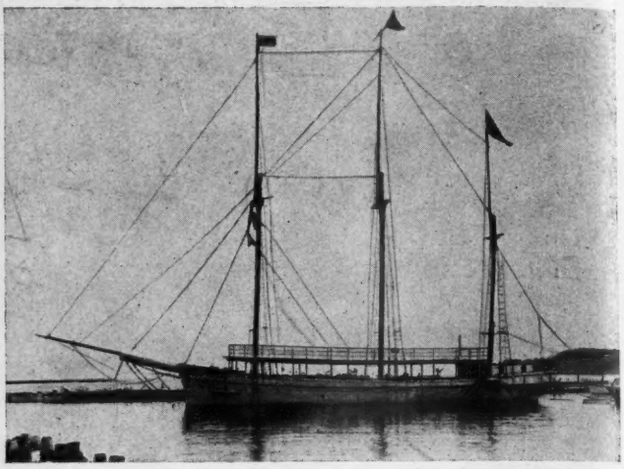

The "Lily E" served as clubhouse from 1915 to 1921

THE SOUTH SHORE YACHT CLUB

▶ Up on the western shore of Lake Michigan, the South Shore Yacht Club, whose slogan, "The Harbor of Hospitality," is significant, is ideally located on Gillen's Point, South Shore Park, at the southern end of Milwaukee Bay. Possessed of one of the finest yacht harbors on the Great Lakes, the club is in its thirty-first year, with a membership roster of 298. The beautiful Honor Roll plaque of those members in the Armed Forces lists 88 names, of whom 28 are Juniors, and includes one who made the supreme sacrifice early in the war as the result of a plane crash. In spite of the war, and without any membership campaign the club roster has increased by 90 during the past three years.

The Articles of Incorporation of the club declare its purpose to be the development and encouragement of yacht building and naval architecture, the cultivation and dissemination of naval science and nautical knowledge, customs and beliefs; to bring about a closer fellowship amongst those having an interest in the art of sailing.

Known to Lake Michigan sailors as one of the "racingest" clubs on the Great Lakes, the members of the South Shore Yacht Club consider its golden era the period from 1936 to 1941 inclusive, when, in addition to many other yachting honors won by its members, the Universal Rule Division of the Annual Mackinac Race — the longest fresh water sailing contest in the world — was dominated by its three crack "Q" boats, *Hope*, *Lively Lady*, and *Gloriant*, owned by Herman Karnstedt, Otto Dreher, and Anthony Herrman, respectively. Some one of this trio won the race in every year of that period except 1937. South Shore's first entry in the Cruising Division, Commodore Bill Lawrie's *Lassie* (ex-*Betty Bro*) won the Mackinac Race in 1943.

The club fleet, in addition to a number of the larger boats in the Racing and Cruising Divisions, also includes the following small boat classes, each of which has furnished keen competition: Star, National One-Design, Sea Gull, Snipe, South Shore One-Design, Cub, and dinghy classes. Activity in the Star Class has declined recently due to the fact that the energetic secretary of the local fleet, Richard Meredith, is on the West coast.

Through the courtesy of the late Walter Hull, descendant of a distinguished American yachting family, the club came into possession in 1938 of a cup won by the American sloop *Silvie* on August 19th, 1853, at the Royal Yacht Squadron Regatta off Cowes, England. Extensive research by the late T. R. Hedengren, also a club member and contemporary of Mr. Hull, established this cup as the world's oldest international yachting trophy, having been donated in 1849 by Queen Victoria. It is now raced for annually from South Shore Yacht Club eastward across Lake Michigan. This year's destination will be Saugatuck, Michigan. A companion trophy, the S.S.Y.C. Silver Jubilee Trophy, established by the club, is competed for in alternate years by the racing and cruising divisions. *Gloriant* won the Trophy in 1939, and the Queen's Cup in 1940. In the Queen's

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Cup race in 1943, two South Shore entries placed first, Harry Ziemann's *Carolyn Too*, winning the Queen's Cup and G. J. DeGelleke's "R" class sloop *Fantome*, winning the Silver Jubilee Trophy.

Since 1935, when a Junior membership, now numbering 68, was established, the future of yachting at South Shore has been assured. This is the largest and most active group of Junior yachtsmen on the Great Lakes, with ages ranging from 13 to 21.

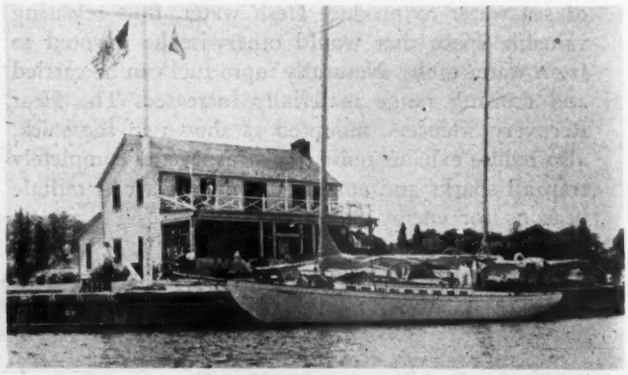
Going back to the formation of the club, the records show that on October 3rd, 1913, a small group gathered at the home of Past Commodore Wm. "Pop" Barr, grandfather of the present Commodore, Wm. J. Lawrie, for the purpose of organizing a yacht club. A meeting a week later at the home of John W. Campbell was attended by seventeen charter members and Articles of Incorporation were drawn up. The first regular meeting took place on December 5th, 1913, in a two-story building located next door to a clubhouse owned by the Illinois Steel Co., which later became for a time the headquarters of the South Shore Y. C.

Following a split in the membership, as a result of which a rival organization, the Steel Mills Yacht Club was formed, competition between the two clubs was keen until their merger seven years later. The old Lakes schooner *Lily E* was purchased in 1915 from the Chicago Transit Co., towed to Milwaukee and refitted. After having been put in condition, she was moved to the site of the present clubhouse, where she served as the club headquarters from June 9th, 1915, until she was demolished in 1921. The clubhouse of the Steel Mills Yacht Club, on a high bank overlooking the lake, became the South Shore Yacht Club's next home, upon the consolidation of the two clubs. This served as headquarters until May, 1925. A floating clubhouse, a one-story frame building on a steel scow was erected under the leadership of Commodore Chas. E. Kuehn. The first meeting in this new clubhouse was held on October 7th, 1926, and this building served as headquarters until its total loss in October, 1929.

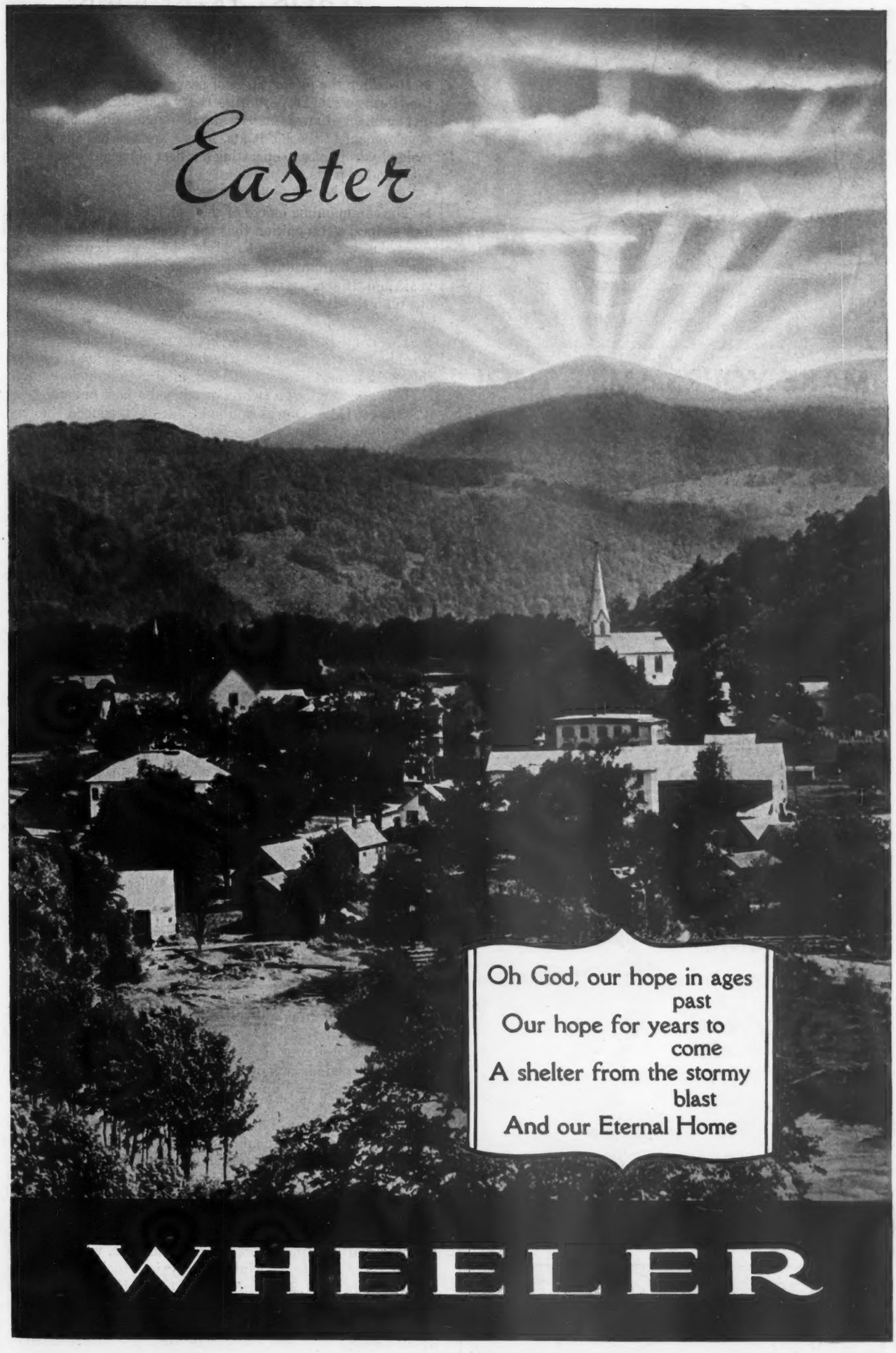
In spite of this loss, a nucleus of forty-five devoted members remained with the club, meeting at various temporary homes until the present two-story clubhouse was erected in 1936, under the leadership of Commodore Geo. Hansen. Under the same leadership the club acquired a new 15-ton derrick which attracted a number of new boats into the fleet and helped to lay the foundation of the club's present prosperity. The new clubhouse was financed through subscriptions from the membership and the voluntary donation of time and labor. Ground for the new structure was broken on April 18th, 1936 and the first meeting was on November 27th, 1936, with seventy-six members present.

Plans are being laid for enlargement of the clubhouse after the war. A committee attends to the mailing of gifts to members in service, funds for which are voluntarily donated by the membership. Also helping boost the morale of these service men is a monthly club publication, the "S.S.Y.C. Compass," which is edited and distributed by the club secretary, who has served continuously since 1922.

Present officers of the club are: Commodore, Wm. J. Lawrie; vice commodore, Erwin G. Nickel; rear commodore, Gordon Hatch; secretary, A. F. Nickel, Jr.; treasurer, R. W. Kartheiser.



This attractive building was erected in 1936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FLORIDA TRADE WINDS

By Vivyan Hall

▶ Recalling the piping times of peace when they competed for the Harmsworth Trophy, Miss Betty Carstairs and Gar Wood met again off Miami Beach in March for a moving picture on the development of the PT boats. Miss Carstairs has turned from racing hydroplanes to operating her fleet of freight boats among West Indies ports.

▶ The commanding officer of the S.C.T.C. has just been given four stripes, a recognition that the thousands of graduates will three-cheer. Captain E. F. McDaniel, as a lieutenant commander fresh from duty in destroyers, set up the school two years ago. If ever an institution was the lengthened shadow of one man this is it.

▶ The Palm Beach Y.C. has kept up its unbroken string of Washington's Birthday regattas, but due to gasoline restrictions this year's fleet was an all-sail affair. Commodores Lynn Nichols and W. J. von Behren produced a fleet of some thirty boats. Sgt. Duke Downs and Jake Jacobs produced the day's big excitement. The former's *Iota Vento* won the large sail area class and the latter's *Fairy Swan* took the "free-for-all," so the honors were even. Other winners were: Moths, James Earnest's *Skeeter II;* Dinghies, Hugh Tyndall's *Gull;* Snipes, Leon Sykes' *Robin;* small sail area class, Bud Thomas' *Ruthless*. Jacobs, Earnest and Tyndall also received season trophies in their respective classes. William Nexson won the season prize for the Snipes and John Swarington for the small sail area group. . . . Harbor restrictions around Fort Pierce have stopped sailing activities but the yacht club has its fleet of seventeen Bantams, which are much like Moths, stored away for Victory Day. . . . New officers of the Dunedin Boat club are George Lawrence, commodore; J. O. Starzinger, vice-commodore; Dr. William F. Sharpe, rear-commodore.

▶ The Coast Guard has released John Rutherfurd's 80-foot houseboat *Vahdah*, which is back at Palm Beach, as well as a number of motor cruisers, such as C. W. DeWitt's 35-footer, *Spook*. At Fort Lauderdale, Eric Hatch has his 63-foot *Caprice*, Karl Dunbar his *Standee* and John McVey his *Junie Bug*. At Rockledge, George Cannon has his *Electron*; at Delray Beach, W. E. Cook has his *Ada*; at Coconut Grove, Elliott Park has *Elouise*. Over on the West Coast *Girlie K* has been returned to Peter Knight, Jr., *Sandpiper* to William M. Armistead at Sarasota, *Natalie H*. to William Henry at Punta Gorda and *Quartermore* to Gordon Mendelsohn at Fort Lauderdale.

DETROIT JOTTINGS

By George E. Van

▶ It was a big hump but we got over it. The horrible season is past. . . . Paul Williams cracked up his iceboat *Snofun* just before the ice went out. This was no ordinary crackup. Williams weighs 270 pounds and when *Snofun* gave up the ghost her remnants were served up as a fiery pyre.

▶ Activity came out of doors last-month at every club up and down the Detroit River and Lake St. Clair. The "110" fleet was being daubed with pastel shades at the Grosse Pointe Y.C. The Little Club's Vineyard Havens were being gone over. Bosun Les Shaper, aided by the stalwarts in the Crescent Sail Y.C. membership, was repairing docks. Pete Nadeau, Bayview Y.C.'s land captain, was conditioning the electric marine elevator and greasing his skids. Bob Renolde, who had lived aboard his ship *Patsy* all winter at Bayview, took off her gabled roof. Captain R. H. Ross came down to the Edison B.C. to get things going again, just as he has each Spring for thirty years. Captain Bondy had ten catboats ready for the mid-April races at the Detroit Y.C. and Bob Livingstone was polishing up the dozen cats at the Detroit B.C.

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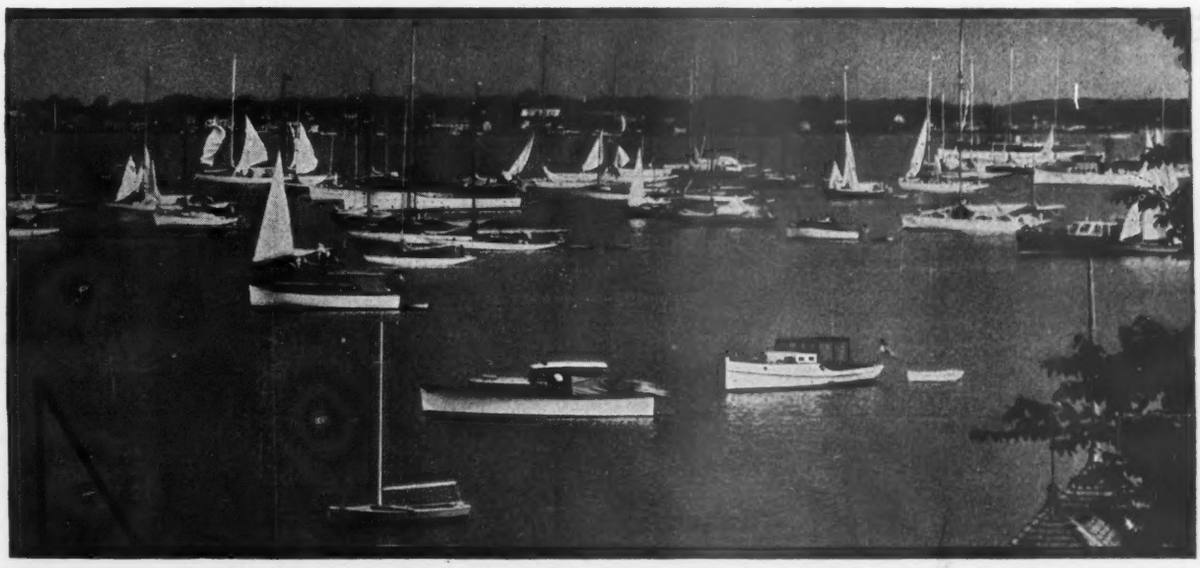

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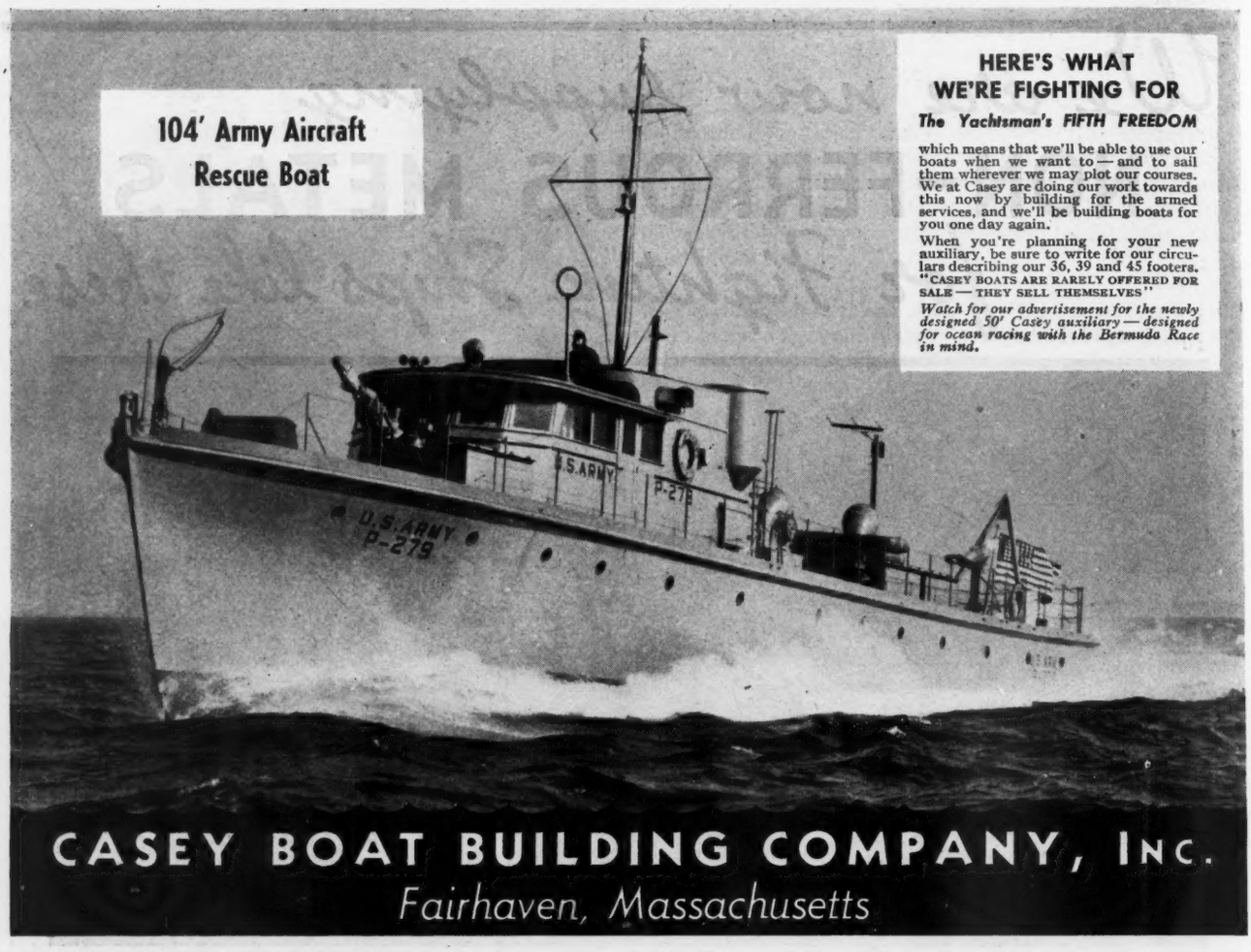
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▶ Pete Seidel, Toledo Y.C.'s commodore, and his man Friday this year, Jimmy Beidler, brought up a truckload of Mills Trophy Race silverware which was awarded to George Naumann (*Estrellita*) and Ernie Grates (*Shamrock*), last year's winners. . . . The Mills Race is set for Saturday, June 24th.

▶ Stu Rackham, of Bayview, has chartered Dave Sloss' Voyager *Kathmar* and plans to race the 45′ cutter in all the starts for the racing-cruising class. . . . Sloss is now a lieutenant on a DE boat somewhere on the Atlantic. . . . *Kathmar* won the class championship in 1941, the last year Sloss raced her.

▶ Joe Nagel of the Edison B.C., commodore of the Interlake Y.A. in this, its 51st year, announces the regatta at Put-in Bay for August 5th–9th. . . . Charley Beck, of Bayview, is race chairman succeeding Stan Puddiford in this big job. Beck is a man of terrific enterprise and initiative and is certain to bring a few novelties in ideas to the job, so don't be surprised if Perry's monument is used for a Maypole. . . . Harry Kendall is secretary and Ed Keifer is again chief judge.

▶ There's new zing in the Star Class from here to Sarnia, which boasts one of the best racing organizations in Canada. The Point Edward B.C. and the Port Huron Y.C. have gotten together as the Bay Fleet R.A. Headquarters are in the landlocked harbor where Point Edward B.C. docks are located above the St. Clair River. . . . They figure on a fleet of a dozen Stars.

▶ At Detroit, Dick Miller is fleet captain with Art Hollar, Merle Amo and Eino Nurme as officers. They own, respectively, *Fleet Star*, *Benguela*, *Saxon* and *Fin*. . . . Stew Graham has just added *Pictarnie* to the fleet out of Gull Lake. . . . Ellsworth Miller, Alex Allerdyce, Jack Faulkner and Vego Blegvad are looking for boats. . . . A home-and-home series, to be held on August 13th and 20th, is planned between the Sarnia and Detroit Star fleets.

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ Coast Guard's Commodore C. Mitchell Daniel, for the past ten months the Inter-Collegiate Y.R.A.'s Cruising Chairman, has been elected chairman of the Dinghy Racing Committee to succeed L. Clifford Lewis, Jr., who resigned when commissioned an ensign in the Navy from Yale in late February. James O. Starkweather, of Brown, another member of the Executive Committee, resigned also for similar reasons, thus creating two vacancies in the body. These have been filled by the election on a mail ballot of Ashdon Andon, of Yale, and Hugh A. W. MacNair, of Brown.

▶ A fifth name was added to the roll of honor of former Inter-Collegiate Y.R.A. sailors who have given their lives in defense of their country when Lieut. Stanley King Turner, Jr., was killed in the Pacific during February's actions. Stan Turner, Williams 1940, is the third yachting son of the famous Berkshire institution to lose his life in this current war.

▶ One important change has been made in the Spring sailing schedule. The 3rd Annual Coast Guard – Navy dual meet at New London has been advanced from its original May date to Saturday, April 22nd. The change makes it possible for the Midshipmen to participate in two regattas during their yearly trip to New England for the Eastern championships, as the George Owen Trophy will be held in the same waters at the Coast Guard Academy, Sunday, April 23rd.

▶ It is pleasing to note the growth of the Inter-Collegiate Y.R.A.'s sailing fleet and facilities even in times like the present when it is a struggle for many member clubs to keep going, let alone undertake expansions. Yet the Spring developments are more than encouraging when it is possible to announce that one brand new college fleet will be created with the purchase by the Tufts Y.C. of four or five of the International 12′ Dinghies from

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Bill Dyer. The boats will require some finishing work, including spars and rigging, but Commodore Edward Echeverria and his mates are hopeful of having the craft sailing on Mystic Lakes by mid-Spring.

▶ Meanwhile the Stevens Y.C. has gone quietly ahead in two years of I.C.Y.R.A. membership and built up from scratch a fleet of eight Penguins in spite of the handicaps entailed by the war.

▶ Another excellent sign of the health and perseverance of college yachting came with a recent inquiry from Swarthmore regarding the possibility of this institution joining the college yachting movement.

▶ *Around the Campuses* — Hugh MacNair, of Great Neck, L.I., has been elected Brown's commodore to succeed John M. Brown, now an ensign in the Navy, and almost 200 V-12 men and civilians turned out for the opening meeting of the club. . . . Lieut. (jg) Leonard Romagna, USCGR, Brown '42, sends greetings from the West Coast where he recently was assigned to a new combat vessel. . . . Jack Taft, who retired as I.C.Y.R.A. president in October, is now training for his commission in the Navy at the Midshipmen's School at Cornell. . . . Harvard is another college which reports an enthusiastic turnout of students in anticipation of the Spring dinghy season. . . . W. Munroe Hale, a Sandy Bay Star Class skipper, has been elected commodore of the Northeastern University Y.C. . . . The Naval Academy has a new sailing coach, Lieut. John R. Riggin, USNR, who is a well-known Great Lakes yachtsman.

MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ James Lee was reëlected commodore of the South Boston Y.C. The other 1944 officers include: vice commodore, Barney Breugleman; rear commodore, Justin Tobin; secretary, Bill Meisner, and treasurer, John Condon. Ed Sheehan and Gus Montgomery were elected to the board of trustees. Jack Griffin and Jimmy Connors joined the regatta committee. Walter Fletcher was appointed fleet captain and succeeds Jack Mesiti, who joined the merchant marine. The club will start its 76th season on Memorial Day.

▶ The Marblehead "Eights" are now following in the wake of the "Qs" out to the Great Lakes. Dick Sullivan, former Massachusetts Bay yachtsman, now of Detroit, has acquired the *Armida* from William T. Aldrich, of the Eastern Y.C. The Detroit Y.C. has imported boats from all over the Great Lakes and expects to have seven Eight-Metres racing at Detroit this summer. The crack *Thisbe*, which Charles Francis Adams sailed to the crown at Marblehead, is also out there. Left at Marblehead are *Marbett* and *Venture*.

▶ Samuel B. Jones, Jr.'s, famous little sloop *Grandpa*, a perennial starter in handicap class races at Marblehead, has been sold to Dr. H. Stanley Warren and Walton Deckelman, of Connecticut, through the office of Eldredge-McInnis, Inc. Other sales from this office include the 28′ o.a. auxiliary sloop *Skibum* to Arthur Rotch from E. G. Piper; the 50′ Diesel-powered Dawn cruiser *Escape* to J. P. Levy, of Boston; the "Eastward Ho" cutter *Sea Dog II*, from Eldredge-McInnis designs, from George Robertson to Langley W. Isom, of Boston; the 35′ Wheeler power cruiser *Shark, Jr.* has been purchased by Harold E. Fitzgibbons from J. C. O'Connell; a Cape Cod Senior Knockabout from Joseph Knapp to L. E. Snow; the Stout Fella *Early Bird* from Albert Seiffer, of New York, to Elmer S. Horton; the 38′ power cruiser *Black Marlin*, formerly owned by Winthrop W. Sargent, and the 26′ o.a. power cruiser *Rex II*, formerly owned by Lester M. Phillips, both acquired by P. K. Farrington. George H. Kelley's 45′ o.a. auxiliary ketch *Yram* has been sold to Howard L. Rich, another local yachtsman.

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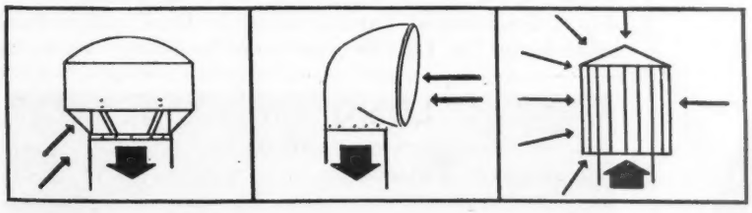

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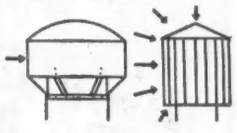

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FROM SAN FRANCISCO BAY

By Jesse L. Carr, M.D.

▶ With the official opening of the yachting season only a little more than a month away, the Y.R.A. of San Francisco Bay met on the 13th of March for their general annual conclave. They established the 1944 champion class, and confirmed the reports of the standing committee appointments. Reports of the handicap committee were made, and will become public immediately.

Highlight of the meeting was the announcement that the 1944 Vallejo Race, from San Francisco to Vallejo and return, is to be allowed by the Coast Guard and will again be sponsored by the Corinthian Y.C. on the 13th and 14th of May. Greatly increased traffic in the Vallejo channel and expansion of the Mare Island Navy Yard threatened this year to force the discontinuance of this event, but anchoring areas are to be provided off the Vallejo Y.C. as usual.

▶ Larry Knight, publisher of the *Yachting Yearbook*, has announced that the publication will be continued.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ Leave it to Jerry Bryant and Latham Goble of Bryant's Marina, Inc., Seattle, to work out a series of boat deals to give one a reporter's headache. Jerry sold his 38′ Chris-Craft cruiser *By-Play*, to Ed Dawson, Seattle. Goble added chapter two to these proceedings by selling his 31′ Chris-Craft cruiser *Denny G.*, to Ralph Desmond, Tacoma. Jerry and Latham proceeded therewith to Lake Pend d'Oreille, Idaho, to purchase on a joint ownership basis a 42′ Chris-Craft cruiser with twin 160 hp. motors, from Frank Burtscher, Spokane. "After the smoke cleared," Jerry said, "Goble and I found that we had only one boat instead of two, but we surely love our new ship."

▶ Bryant Marina's other activities have to do with turning out an unspecified number of 26′ mine yawls for the Army, as well as five 32′ seine boats, three for Kadiak Fisheries, and two for Washington Fish and Oyster Co., all Chrysler Crown driven. Also, a Chrysler Royal equipped shallow-draft tug for the Nakat Packing Corp. This craft has motor torpedo boat construction, with plywood inner skin, and Alaska yellow cedar outer course of planking. Add to that a small fleet of power seine skiffs and dories also for the Nakat company, and it is obvious why the Bryant plant is busy of late.

▶ *Cat's-paws:* Seattle Y.C. staged a stag party on February 15th, awarding power and sail race prizes for the 1943 season, and planning the 1944 schedule of events. . . . George M. Niven, for twelve years manager at Seattle for Fairbanks, Morse and Co., left Seattle recently to take over the managership of the Montreal, Canada, branch of The Canadian Fairbanks-Morse Co., Ltd.; he is succeeded by John F. Marquitz.

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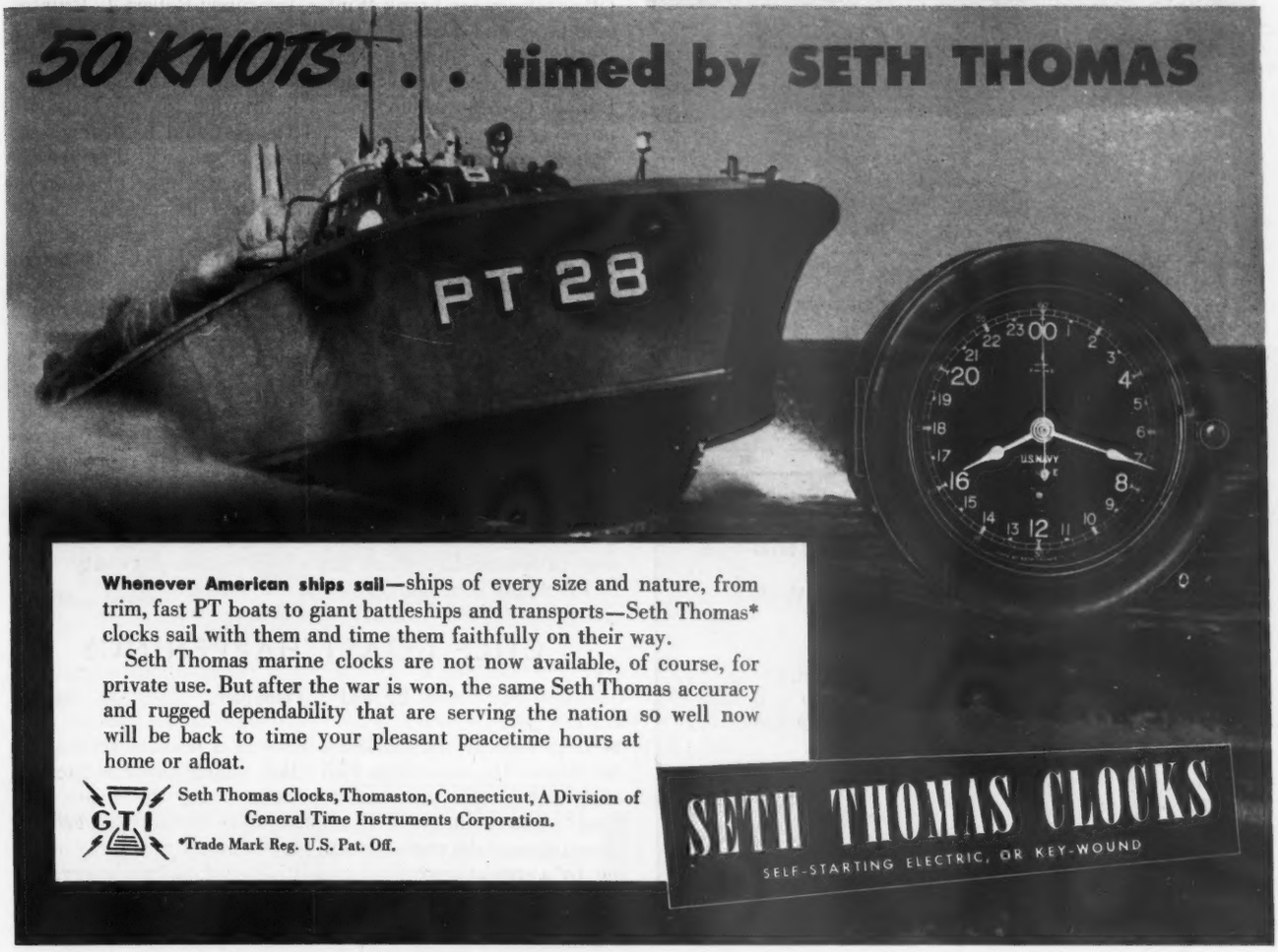
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LAKE ONTARIO NEWS

By W. Peck Farley

▶ "Bud" Doyle and "Chuck" Spaulding represented the Y.Y.C. at the Detroit 8-Metre Ass'n meeting in February. . . . "Sherm" Cannon and "Nick" Hinckley, represented Y.Y.C. at the N. Y. State Snipe Ass'n meeting in Rochester, March 11th.

▶ At a recent meeting the members of 9-Mile Point Y.C. elected the following for the 1944 season: secretary-treasurer, George Kircher; fleet captain, Chet Miller; executive committee, George Glen, Walter Rocheville, Fred Yackel. This club was one of the host clubs for the N. Y. State Snipe Ass'n annual meeting. . . . "Ernie" Coleman, last year's champion at Newport Y.C., and Dick Moore, champion in 1941, have left to work towards championships in the U.S. Army. . . . Herb Wahl, of Newport, has bought the *Green Dragon*, which he will sail on Lake Ontario as she is a little too big for Irondequoit Bay.

▶ The Owasco Y.C. held its annual meeting in Auburn on March 8th, having as guest speakers H. L. Stone, editor of YACHTING and Critchell Rimington, assistant editor. Officers reëlected for 1944 were: Commodore, G. Schulze; vice commodore, K. H. Bowen; secretary, R. Stevens; treasurer, M. E. Lind; directors, A. K. Bates, G. Sprague, L. F. Leonard, W. Merritt and J. Copeland.

▶ Members of the Sodus Bay Y.C. who have worked hard in teaching the U. S. Power Squadron classes are gratified with the word they have had from many of the men in the Service who have written expressing their appreciation for the help the course gave them in many practical ways. A class in advanced piloting is now being given in Newark by Bill Croucher, as well as a class in piloting and small boat handling conducted by Peter Kemper. Don Welch goes over to Red Creek once a week to give a course in the latter subject. . . . Oliver Wood was elected Captain of the Seneca Y.C. Star Fleet and Cebern Lee, commodore of the club, was made Star fleet secretary.

▶ Arrangements have been made for the Lightning fleet (R.Y.C.'s newest racing class) to have two haul-outs during the season. . . . Pat Patterson has spent many a long (and cold) Sunday at the club this winter renovating the schooner *Eleanor E.* . . . An old custom is to be revived at R.Y.C. this summer in the nature of a monthly publication for members. It is felt that this will be particularly welcomed by the many men in service who are naturally interested in the home "water front." . . . Commodore Jon Heinrich has appointed a large sailing committee to function under the able leadership of George Culp. . . . George Ford, veteran dinghy sailor and the man responsible for the advent of the 14-foot International Dinghy in this country, has sold his *Venture*.

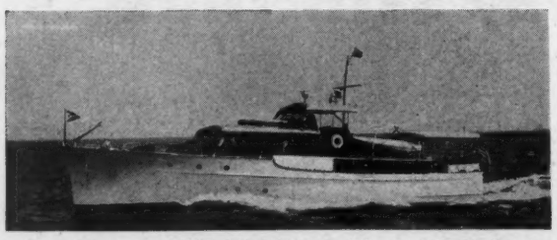
YACHTING ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

▶ Elmer J. (Bud) Doyle has given more than usual attention to his Eight-Metre *Bangalore* during the winter. He plans to be a contestant in the Port Huron-Mackinac Race. . . . Youngstown sailors quite likely will be represented at the I.L.Y.A. at Put-in Bay this coming summer. Present indications include the Eight-Metre *Bangalore*, Bud Doyle; *Cayuga*, Chuck Spaulding; and *Revelry II*, W. P. Montgomery's Bounty Class. . . . Dick Williamson has sold his yawl *Winona* to Dr. Glen W. Arthur, of Niagara Falls, who plans to keep her at Youngstown.

▶ Sandy Beach Y.C. on Grand Island is making many plans for the coming season. They have acquired an additional 70 feet of water front to add to their property. Recently they elected new officers. Benjamin Bovee is the new commodore, replacing George W. Brunton who has served for three years.

When It's All Over—



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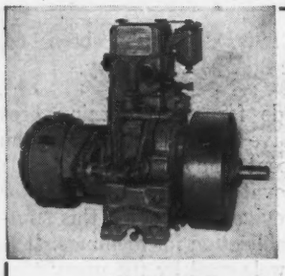

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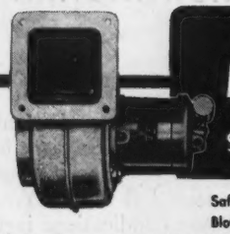

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Other officers are Frank Winter, treasurer; Robert T. Brunton, secretary; and Damon Averill, fleet captain. . . . Dwain E. (Buck) Weaver announces that the National Lightning regatta will be held Friday and Saturday September 8th and 9th at the Buffalo C.C. at Abino Bay. The drawing for the boats will probably be made by officers of the National Lightning Association on September 7th. Measuring of sails will take place on the morning of the 8th. The first race will take place on the afternoon of the 8th, with two races the following day.

▶ Sheldon (Tad) Thompson, 3rd, of the Buffalo C.C., has bought *Slalom*, which took third place at the Lightning regatta at Skaneateles in 1941 when owned by Baldwin (Baldy) Smith. *Slalom* was raced last summer by Bob Lapp, whose death last fall is regretted by all. . . . Percy J. Hunt plans to take his Shuman Single-hander *Rockette* to Put-in-Bay again this year. . . . Ernest H. (Shorty) Holzworth has had his Ten-Metre *Sealark* thoroughly reconditioned for the benefit of his crew (according to his own admission). He also will represent the Buffalo C.C. at Put-in-Bay. . . . Commander Howard E. Sharp of the Buffalo Power Squadron reports that Squadron classes this year are nearly normal in size. Recently started is a class in seamanship which has a registration of twenty. Felix E. Prochnow is in charge.

GULF COAST HAPPENINGS

By Val J. Flanagan

▶ Impressed by the marked success of a postwar class of the last war — the one-design Fish Class, which was introduced in 1919 and is still universally popular along the entire Gulf Coast — the Southern Y.C. is planning to introduce a new one-design class at the war's conclusion. Details are now being ironed out by a special committee and it is hoped to have everything ready for the start of construction as soon as yards are able to take private contracts after the war. Present plans call for a cruising and racing boat about 30′ or 32′ long, of shallow draft, but carrying quite a large area of working canvas. It is desired to have the boats built to the plans and specifications of some nationally known yacht designer to meet the peculiar light wind conditions that prevail on Lake Pontchartrain. . . . There are about a dozen members currently interested in building boats in the new class. One or two Mobile, Ala., yachtsmen have also expressed a willingness to build. Members of the committee include Dr. John B. Gooch, acting chairman; Lange W. Allen, David W. Drown, James T. Gibbons, Robert R. Haase, Paul F. Jahncke, Sr., J. A. Janin, Richard G. Jones, Sr., J. M. Kinabrew, Jr., Everett J. Malony and J. Eblen Rau.

▶ A two-story boathouse in the Southern Y.C.'s boat pen is being renovated to serve as a clubroom and lounge for members. A bar and other conveniences are being installed. Since the Navy took over its clubhouse last year, the club has had no place in which members could gather.

▶ The Buccaneer Y.C., of Mobile, Ala., has joined the many other Gulf Coast clubs that have gone to war. The Brookley Field Depot has taken possession of its picturesque clubhouse for the duration. . . . The Fairhope, Ala., Y.C., located across Mobile Bay from Mobile, will be headquarters for the Mobile Bay Star Class fleet this season and possibly for the duration. Four of the six boats in the fleet are owned by Fairhope Y.C. members. . . . George P. Hopkins has been elected commodore of the Gulfport, Miss., Y.C. for the third straight year. Others elected include Earl Gay, vice commodore; J. E. Bailey, rear commodore; Dr. E. C. Parker, fleet surgeon; Sam Mills, fleet measurer; Gus Alfonso, Oscar F. Cassibry, Dr. A. C. Hewes, H. D. Larsen, Clinton C. Blackwell, Marvin Fortner, Alton Leger and P. J. Nevers, board of governors.

▶ Finding that dragging the Star boat *Sea Horse* around the country as war work transfers necessitated was a nuisance, Robert Dobbins recently sold his sloop to George Criminale, of Mobile, Ala.

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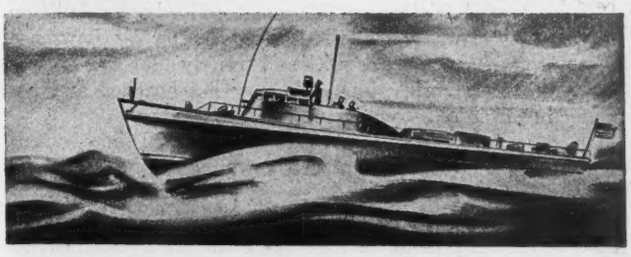
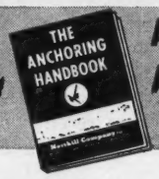


Free 

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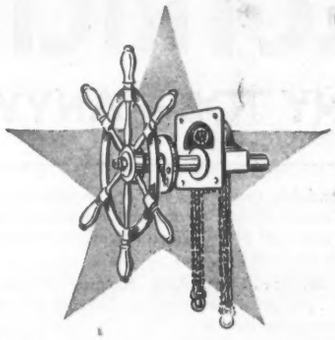

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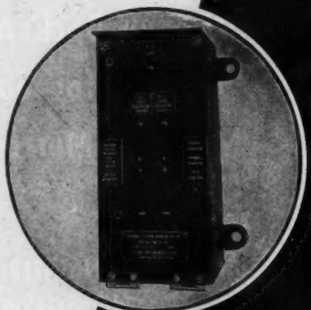

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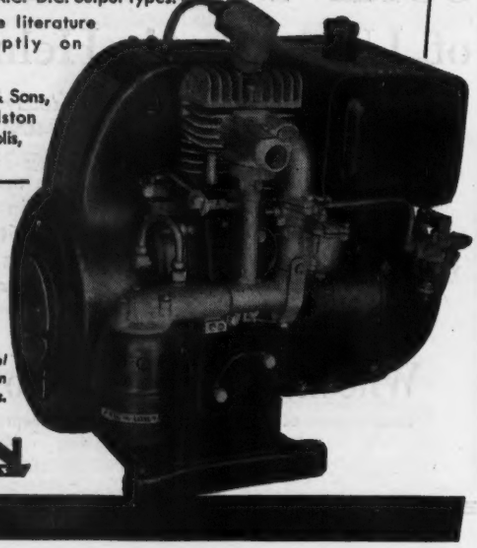

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MAINE COAST NOTES

By Lawrence B. Getchell

▶ While reading the February installment of editor Stone's persuasive travelogue *Why Not Try the West Indies*, in which he mentions the *Diablesse*, we wondered how many other readers know of the end apparently in store for that famous little vessel.

Clipper-bowed *Diablesse*, a 52', gaff tops'l schooner built on fisherman lines, was constructed in Gloucester by Lawrence Jensen 44 years ago. Once as spick and spritely a fore-'n'-after as ever coursed the briny blue, she now lies beached and bedraggled near an old stone jetty at Bucks Harbor.

The story goes that *Diablesse* had been moored there, out of commission, since 1933. She reportedly dragged ashore during a hard sou'easter a couple of years ago, striking with enough force to stave a hole in her starboard bilge. Later, she was hauled off and towed to her present resting place where she slumps heavily on her beam ends, seemingly digging her own grave with each rise and fall of the tide.

▶ Naval Inspector Bud Titcomb, temporarily of Ellsworth, whose recounts of his yachting experiences in the Caribbean are a treat to adventure-minded listeners, recently called our attention to the wood in the 63' sardine boat *Seawanhaka* now undergoing alterations at the Southwest Boat Corp. Built as a schooner by Ralph Colson, of Lubec, for a price reported to be $1000, this 34-year-old vessel's frames are yellow birch below the water line, cedar above. She's planked with white pine. So far as we can determine, every stick in her hull is original and sound as a dollar. *Seawanhaka* augurs well for that sometimes-frowned-on school of believers in native Maine timber for vessels used in chilly waters.

Note: The pupils of White Oak Academy will be given five minutes for rebuttal.

▶ Flag Officers of the Penobscot Y.C. for 1944 are: Edward J. Conquest, commodore; Clayton R. Lothrop, vice commodore; Edgar W. Pearson, secretary; James D. Maxwell, treasurer. All were re-elected at the Club's annual meeting in Bangor, February 12th.

▶ Lt. Shirley Sweet, USNR, of Bar Harbor, who has spent more than two years with the Pacific Fleet, recently joined the faculty of the Maine Maritime Academy. Of the Academy's midshipmen 226 are now on a three months' training cruise. The school will graduate a class of about 120 on August 31st and will enroll 100 new cadets on the following day.

▶ Nineteen forty-four marks the fiftieth anniversary of the launching of the first steel sailing vessel ever built in New England. She was the *Dirigo*, launched at Bath on February 12th, 1894.

▶ Andrew B. Sides, formerly executive vice president of the New England Shipbuilding Corp., has assumed the presidency of that organization. He succeeds Chester L. Churchill who resigned to take over new duties for the Todd Shipyards Corp. New England recently added a fifth star to its Maritime Commission "M" pennant.

▶ One of the most disastrous and spectacular shipwrecks on the Maine Coast occurred February 11th when a 7244-ton British freighter piled onto Boon Island Ledge in a driving, blinding blizzard. Terrific seas tore the vessel in half, swirled the after section seaward and took the lives of 24, including the ship's master. The remaining 20 members of her crew were rescued by the Navy and Coast Guard.

▶ Lt. William Peterson, who took out the first APc produced by the Camden Shipbuilding and Marine Railway Co., was recently awarded the Navy Cross.

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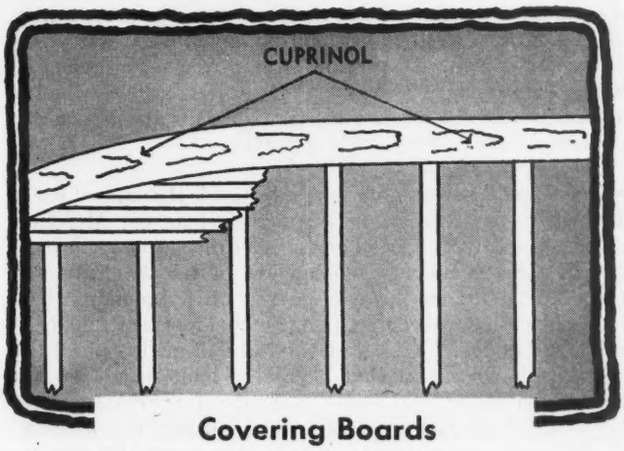

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LONG ISLAND SOUNDINGS

By Starboard Tack

▶ Robert Hall, vice commodore of the Huntington Y.C., is first over the line with the announcement of that club's forthcoming racing schedule. Following the success of their three cruising auxiliary races held last season, Huntington is planning similar events for this summer. As before, the spring and autumn races will be short-course affairs held in the vicinity of Huntington Bay, while the Annual Huntington Race will again go around Stratford Shoal Light. The announced dates are: Spring race — Sunday, June 4th; Annual Huntington Race — Sunday, July 30th; Fall Race — Sunday, September 3rd.

▶ Insofar as frostbiting is concerned, it's all over but the shouting. There is a unanimity of opinion that the success of the season has exceeded the wildest expectations of all hands, and nothing less than a twenty-one gun salute is due the Larchmont and Manhasset dinghy committees. (Consider it fired, boys!). . . . *Rum Dum*, skippered by Jack Sutphen and crewed by his wife, won the somewhat tardy opening regatta of the Larchmont spring series. The summaries: *Rum Dum* (Sutphen), 45 pts.; *Felix* (O'Gorman), 42 pts.; *Frappe* (O'Brien), 35 pts. . . . The final standings in Larchmont's winter series also put Sutphen in the top position. The standings were: Sutphen, .904; O'Gorman, .893; Knapp, .800; Etchells, .792; O'Brien, .765; Shields, .715, Bigelow and Stephens, .573; Reichart, .564; Tomlinson, .476; Charlton, .414. . . . E. W. Etchells (*Sno Fun*) with Mrs. Etchells as crew, took the second session of Larchmont's spring series. *Rum Dum* was second, and *Frappe* third.

▶ *Popover*, skippered by H. G. Seymour, led the contestants in Manhasset's second regatta of the spring series. *Folly*, A. E. Monetti, was second and *Could Be*, John Potter, was third. . . . *Sand Piper II*, sailed by George Hinman, was the winning boat in the following Sunday's event.

▶ From the Hartford Power Squadron, who have put on a series of extremely popular monthly meetings throughout the winter, comes word that a bill has been introduced in the House which, if it goes through, will permit the improvement in numerous Sound harbors and waterways. The project includes Clinton, Guilford, New Haven, Bridgeport, Norwalk and Greenwich harbors and the North Cove in Saybrook.

▶ The Sound's newest sailing organization is the student yacht club which has recently been established at the Merchant Marine Academy at Kings Point. Under the encouragement of Captain Giles Stedman, commandant of the Academy, the Kings Point skippers have embarked on a program which sounds like some real competition for the skippers at Annapolis and New London. . . . A collection of half-models of all the small one-design classes that have been built since 1900 has been started by the New York Y.C. Drake H. Sparkman, secretary of the club's race committee, is assembling the collection. . . . The schooner *Brilliant* (remember her memorable passage to England?) has recently been sold to Briggs S. Cunningham *via* Sparkman and Stephens. . . . CGA Flotilla 602 (Larchmont) gave a bang-up Red Cross party in mid-March. . . . Long Island Sound yachtsmen were saddened by the death of two of the area's most prominent sailors, William R. Teller and Kempton Adams.

WEST COAST BUBBLES

By Kent Hitchcock

▶ Last month we reported that our good friend Waldo Drake, who bequeathed this column to "yours truly" when he joined the Navy in 1940, had just been promoted to the rank of captain. Things move fast in this man's war and word comes now that Waldo sustained painful head wounds at Eniwetok which, however, did not prevent him from carrying on in his important assignment as public relations chief for Admiral Nimitz.

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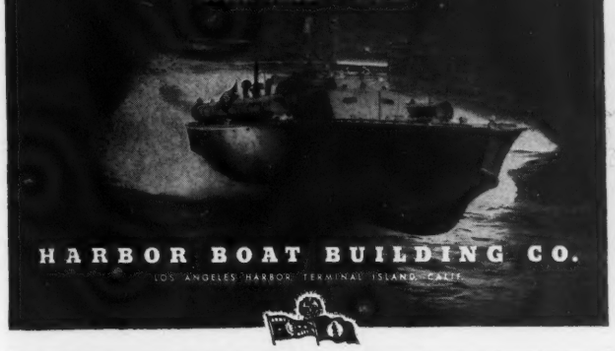

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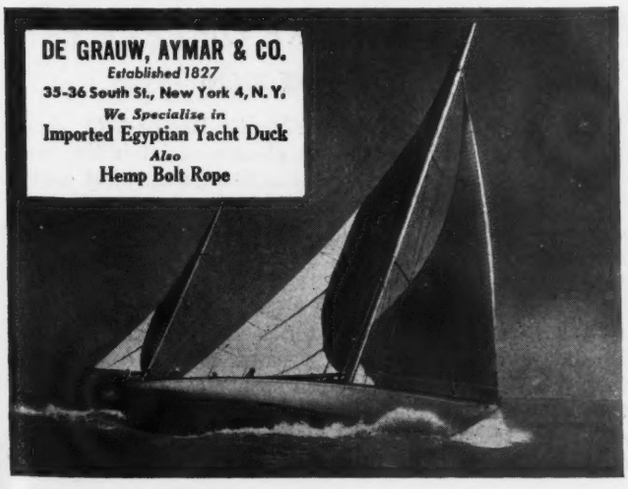

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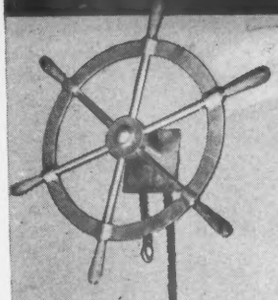

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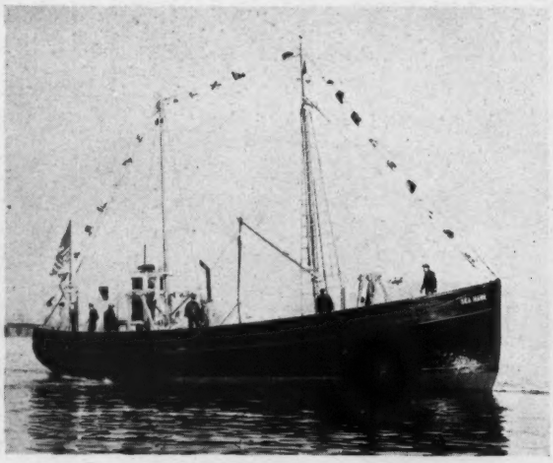

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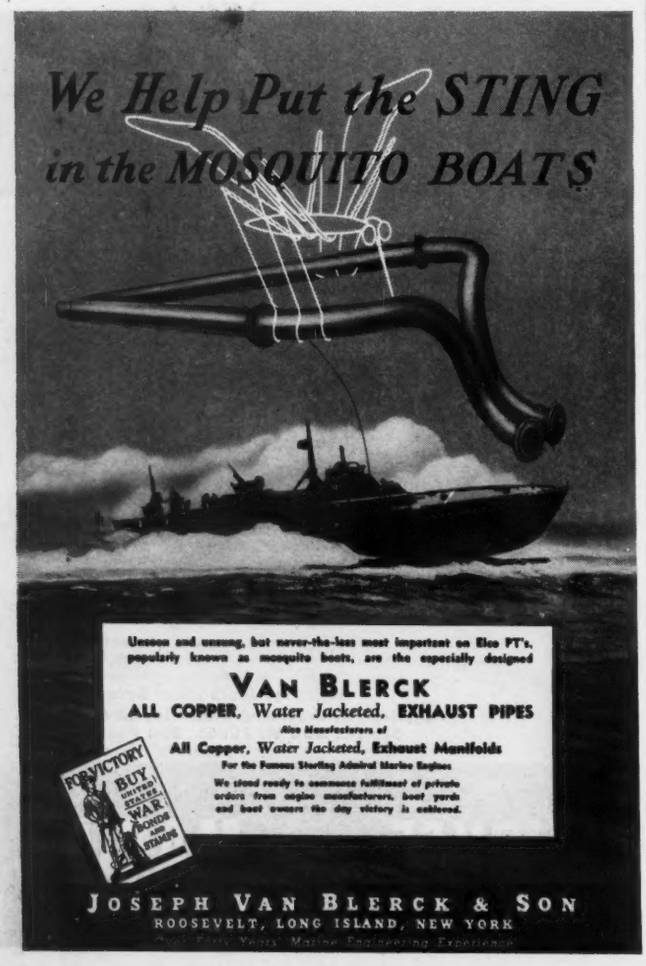

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▶ The well-protected basin below Fort MacArthur at Cabrillo Beach may become a huge yacht marina if plans now before the Los Angeles Harbor Commission and the War Department are approved. The plan submitted by Capt. M. F. Doran calls for slips to accommodate 1000 pleasure craft. Nearly all of the 1500 pleasure boats based in Los Angeles Harbor before the war have been moved to other harbors as war plants crowded out the anchorages. One small basin in outer harbor and one in East Wilmington are all that now remain of the many marinas in operation before the war. The location at Cabrillo Beach would probably be popular with many yachtsmen as it's just a five minute run to the harbor entrance.

▶ Speedboat men throughout the West mourn the passing of Dr. Leo M. Baughman, dean of western racing men. "Doc" was instrumental in the organization of the first outboard clubs and regattas in the Sunny Southland and his patronage in the early stages in the organization of the sport had much to do with its popularity and rapid growth. In the late 1920's, his famous team of *Blue Streaks*, carrying every known class of motor, held a string of records that has never since been equaled by one racing team. In one season, with Fergy Ferguson as driver, Doc's hydros won more than their own weight in silver and gold trophies. Doc retired his racing team some years ago and devoted his spare time to club work and to his duties as official referee of the APBA. Racing men will mourn the passing of a friend who has been a pillar of strength.

▶ Some day someone will write a history of western yachting . . . and when they do the name of Joe Fellows will be right there on top. One of the founders of the firm of Fellows and Stewart, Joe went to a better world this last year. This month a big new Victory ship slid down the ways of California Shipbuilding Corporation bearing the proud name of *Joe Fellows*. . . . Comes to light a letter to Robie Robinson, secretary of the Southern California Association, from Dick McKenney, of Mecca, California. The date on this letter is October 17, 1943. Reading of the impossibility of holding the regatta on the coast in war time, Dick writes: "would there be any possibility of having the Mid-Winter Regatta this year down here at the Salton Sea?" Well, it would have been something of a feat, but that doesn't detract from the spirit behind the idea and the offer of help included in the letter.

▶ The Balboa Y.C. held a number of winter races for their 14' Dinghy Class. The turnouts were good and the little flat bottomed outfits provided plenty of thrills and some fine competition in the lusty winter winds. . . . Homer Farneman, owner of the 225 cubic-incher *So What*, has the rating of Fireman 1st class in the Coast Guard. . . . Pop Cooper, Kansas City's racing granddad, has taken delivery on Bud Meyer's 135 cubic-inch world champion *Dynamite*. With Pop in the "office," that will be bad news for the 135 Class in the east and middle west. That little rattle box knocked off 77 m.p.h. at that last grand regatta at Salton Sea, at which time young Buddie Meyer was at the wheel.

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ The hardy Snipe fleet of the Mentor Harbor Y.C., always the last to quit racing in the fall, plans to maintain the record of being the first to start racing in the spring. Fleet captain Wilbur D. Prescott has announced a series of tune-up races to start on Sunday, April 30th, with the regular championship races beginning on May 28th. There will be races each Sunday through November 12th.

▶ Lester Sears, captain of Mentor Harbor's auxiliary fleet, and Neville C. Foster, chairman of the auxiliary race committee of the Cleveland Y.C., have agreed on non-conflicting dates for their respective fleet activities. The Falcon Trophy Race for auxiliaries, sponsored by the Mentor Harbor Y.C., will start off Rocky River, O. on July 22nd with the finish at Mentor

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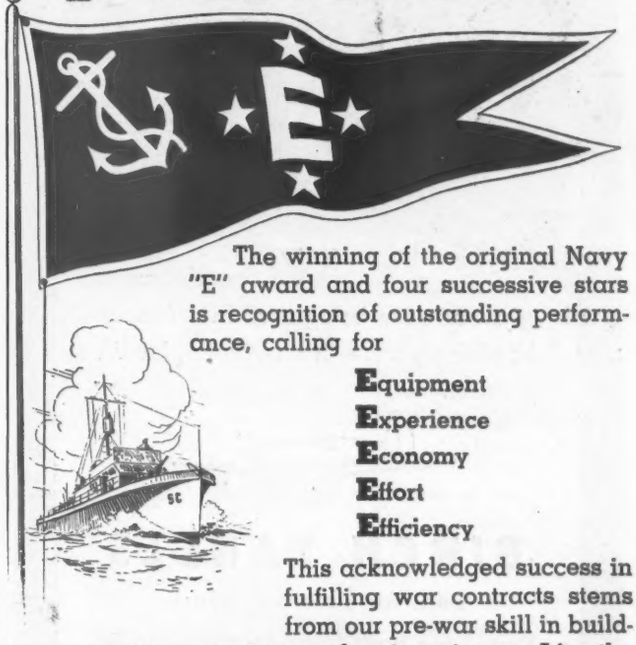

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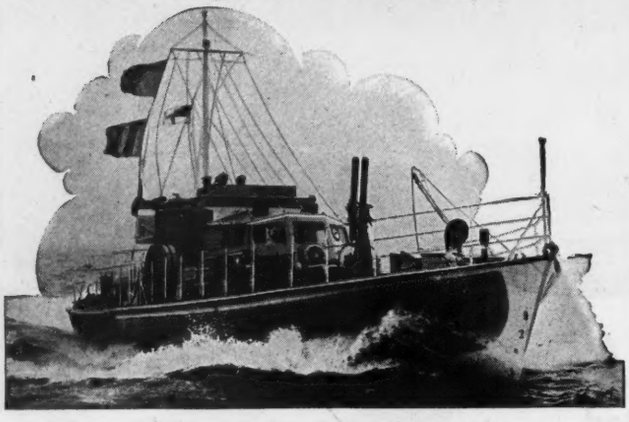

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Harbor. This race is the curtain-raiser for the annual regatta of the Mentor Harbor Y.C. which is held the day following. The annual regatta of the Cleveland Y.C. will be held the next week end, July 28th to 30th, and will feature the famous Lipton Trophy series for Class R sloops in addition to other events for all classes.

▶ W. Lawrence James, of the Cleveland Y.C., owner of the auxiliary sloop *Bagatelle*, who has been serving with the U. S. Coast Guard as lieutenant, has been promoted to lieut. commander and transferred to Buffalo.

▶ Carl Zimmerman was elected commodore of the Portage Lakes Y.C. Other officers elected were: E. H. Dours, vice commodore; Robert J. Rutherford, rear commodore, and George McCord, Jr., secretary and treasurer. The club has a fleet of 17 Snipes in active racing.

▶ The Vermilion B.C. has announced the date of the annual South Shore regatta as August 12th and 13th, which is the week end following the annual Inter-Lake regatta at Put-in Bay. The Commodore Brown Trophy race, a handicap event open to all sail yachts competing at the I.L.Y.A. regatta, from Put-in Bay to Vermilion, will take place on August 10th.

▶ Rumors to the effect that the Vermilion Power Squadron intended to surrender its charter were set at rest by the reorganization of that body early in March. Because of the death of Commander Varney E. Barnes and the removal of W. C. Hodgdon, secretary, to Boston, the Squadron had not been active and its future seemed uncertain. However, a meeting was called and the membership decided to continue, with the following officers: Ferd C. Fischer, commander; John G. Robinson, lieut. commander; L. H. Stone, rear commander; Dr. D. B. Langell, secretary and treasurer.

▶ Russ Jack of the Cleveland Y.C., who sold his L O Class auxiliary sloop *Fine Feather* to Herbert Bailey of the Mentor Harbor Y.C., has purchased Jim Van Dorn's 40′ auxiliary cutter *Elf*.

▶ The Mentor Harbor Y.C. has approved a plan for club expansion over a period of several years which will entail a large expenditure for additional real estate and which, when completed, will give the club one of the finest yachting properties on the Great Lakes. Harbor improvements were started last autumn. Boat launchings began March 15th, the earliest in club history.

▶ The Edgewater Y.C., Cleveland, suffered a severe blow in the passing of Rear Commodore Fred J. Beckley on March 5th at his home in Cleveland. "Dad" Beckley, as he was known to most of the membership, was co-owner, with his brother Norman and his son Norman, of the 35′ cruiser *Ivor II*.

▶ Herbert Tessmer has been elected to the board of trustees of the White City Y.C. to fill the vacancy created by the resignation of Lt. Francis Bruce, who has left Cleveland.

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

▶ Considerable interest has been aroused over the plans of Capital Y.C. in Washington to stage an over-night race from Yeocomico River on the lower Potomac River to Annapolis, June 17th and 18th. It's the first time since the last war that the club has sponsored a long-distance race. This is the brain child of its new commodore, Jack Stone, and several other members who base their yachts in Washington during the winter and take them to the Chesapeake in the spring. This way, they will get in some cruising and racing on their way around to the Bay. . . . Chesapeake Bay Y.R.A. has given the race — a 65-mile affair around Point Lookout and up the Bay to the mouth of the Severn River — its O.K., and yachtsmen at Annapolis, Gibson

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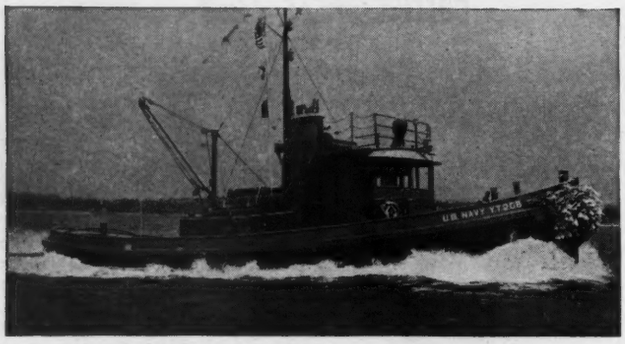

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Island and Baltimore are reported interested. It is also hoped that the Naval Academy's big fleet of A and B yachts will enter. Years ago, Capital yachtsmen staged an annual race from Washington to Annapolis, where the club maintained a summer station. During the war the station was given up and interest in long-distance racing waned. Its revival will be watched by Baymen.

▶ With spring coming on early, large and small boat skippers alike are stirring these days, and the usual number of boats are changing hands. Noteworthy among these are the sales of Norman Owens' New York "32" *Gallivant* to William C. Schroeder, of College Park, Md., and Joe Nelson's well known *Alsumar* to Frank Greenman, of Alexandria, Va. *Gallivant* will base on West River, while *Alsumar* will take up a berth at Annapolis. Both plan to enter the Capital Y.C. race.

▶ Potomac River S.A., which will open its spring series next month, has elected Leonard Penso, a Coast Guard lieutenant, as its new commodore, succeeding Malcolm Lamborne, Jr. Lt. Penso has sailed extensively on Long Island Sound, and in Bermuda races. He is one of Washington's best skippers and served last year as race committee chairman. . . . George Dankers has been reëlected vice commodore. Owen Oakley also was named again for secretary-treasurer. The new recording secretary is Lt. Edward Braddock. The members presented to the retiring commodore a silver trophy for his services during 1942 and 1943.

▶ Should you be wondering what Joe Nelson and Owens are going to do about new boats now that they have sold theirs, they, along with four or five other Bay yachtsmen, have their heads together these days planning a post-war cruising-racing boat. Their idea is to get enough men interested to build a number of boats. Hal Loweree, of Baltimore, reports the boys have in mind a cutter of from 37′ to 39′ over all, with a variety of light sails for Bay racing, and room enough for four. Anyone interested should get in touch with F. H. Loweree, 1101 North Charles Street, Baltimore, Md.

NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc, rtd.)

▶ If nothing new turns up to prevent it, there's a busy season ahead for Narragansett Bay sailing men. Of course, if the Navy establishes a few more bombing targets or if the Coast Guard decides there are more stretches along shore that are unhealthy for a racing "30-Square" or a Beetle catboat, it must be admitted that our style may be more or less cramped. But to give credit where credit is due, the Navy and Coast Guard rate pretty high among the local sailing men because of their coöperation in two or three instances when things might have clashed a bit.

▶ The Class S Association plans to start racing early and to finish late. Beginning with a race on Memorial Day, they'll race Saturdays until the first club regatta, then sail in all the regattas, and will continue to keep going until early in October. Their races will be from the Rhode Island Y.C. and they will have the officials of the Narragansett Bay Y.A. in charge. N.B.Y.A. officials have sent out a call to the effect that any other class that musters three boats after the "Ss" have started will also be given a start and their finishes will be checked.

▶ The first club regatta will be at the Edgewood Y.C. on July 4th, unless the Coast Guard will let us sail after sunset; in which case the Club will again run the overnight race starting at 8 p.m. on the preceding evening.

The remaining regattas are "annuals" which are open to all comers. The Rhode Island Y.C. has selected July 9th; Coles River Y.C. (at Touisset), July 15th; the Yachting Association, July 22nd at the Rhode Island Y.C.; Edgewood Y.C., July 29th; East Greenwich Y.C., August 5th; Warwick Country Club Y.S., August 6th; Taunton Y.C. at South Dighton, August 12th; Narragansett Bay Power Squadron, August 19th,

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at the Rhode Island Y.C.; and the Barrington Y.C., August 26th. The Yachting Association will run a three day "race week" September 2nd, 3rd and 4th, and the Rhode Island Y.C.'s annual long distance race for the larger classes will wind it up on September 2nd.

▶ If all the members of the Edgewood Y.C. social committee (of which Doug Paton is chairman) show up at all the shindigs and take their womenfolks with them, they will have a pretty fair attendance. The first event on the program was a dinner and dance March 18th, then a concert sometime this month, a May breakfast and then a minstrel show on the night of May 23rd (the date on which the club goes into commission). The juniors and their Peppy Pappies will begin their Sunday and evening races early in June and they're going to have a "shipwreck" party that month at which time all the folks will be wearing what they think they'd wear if they were cast away on a desert island. On the night before the annual regatta, July 29th, there'll be an entertainment and on the night of regatta day there will be a Monte Carlo party — whatever that is.

▶ *Short ends.* The Peppy Pappies, without bothering to write ballots or even count hands, reëlected Russ Boss president and Jim Latham treasurer. . . . Frank Smith and Fred Hall lost their 26-foot power boat *Becky*. She was on the beach one night with an anchor carried out ashore to keep her there, but the next morning when they went to get her, she wasn't. This was more than a month ago and she hasn't been seen since. . . . Dan Clark, former owner of the Friendship sloop *Wanderlust*, bought the Class Q *Manatauqua* and has her at the Pawtuxet A.C. . . . Earl Glover, of North Seekonk, has bought S. B. Brown's 32-foot Banfield *Sea Gull* and will take her to Cotuit. . . . The Power Squadron has started a group of special courses. . . . Elmer Horton of Barrington has bought the *Early Bird*. She's one of the Stout Fellas and the first one of the type in Narragansett Bay.

COMET COMMENTS

By Malcolm D. Lamborne, Jr.

▶ "Mike" Casellas, with his brother Alberto as crew, is winner of the Don Q Perpetual Trophy for 1944. Ten Comets, all from Puerto Rico, participated in the three-race series held on two days in February in San Juan Harbor under auspices of Club Nautico de San Juan. The Don Q Trophy was placed in competition in 1939 by Pedro Juan Serralles, well-known island yachtsman. Mike's Comet *Mac* scored two firsts and a fourth, to give her 27½ points at the end. Runner-up was Ivan Megwinoff with two seconds and a fourth. Third place went to Commodore Vincente Balbas.

The opening race was won by Hector Sanchez, but the race the following morning found him disqualified. Mike took the third event, with Dick Bertran coming in second. Another first that afternoon clinched the trophy for Mike. The latter, incidentally, represented Puerto Rico in the last Comet nationals, held at Sandusky, Ohio, in 1941.

Luis Santaella, leader in San Juan Comet activities for a number of years, was race committee chairman; Teddy Gonzalez, former Comet skipper, was chairman of the judges and entertainment committees, and Carlos A. Gual, chairman of course and port committee. Next on Club Nautico's schedule is its anniversary regatta to be held May 20.

▶ Comet sailors in many sections of the country are coming out these days and making plans for another year, however restricted it may be because of the war. The national officers have under consideration a big regatta in September. While it will not be a national championship, it will follow the same general lines. Individual fleets are urged to plan eliminations. Each fleet winner will be eligible for the September regatta, which will be sailed in boats furnished by the sponsoring club and fleet, thus eliminating trailing of boats to the scene. The site of the regatta has not been decided upon, although it's a safe bet that it will be held at an eastern club.

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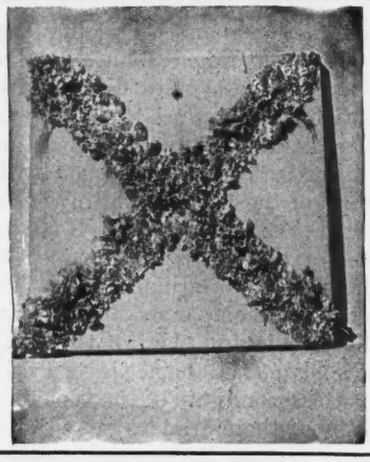

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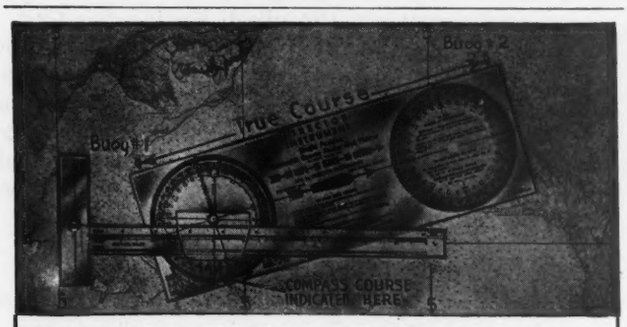

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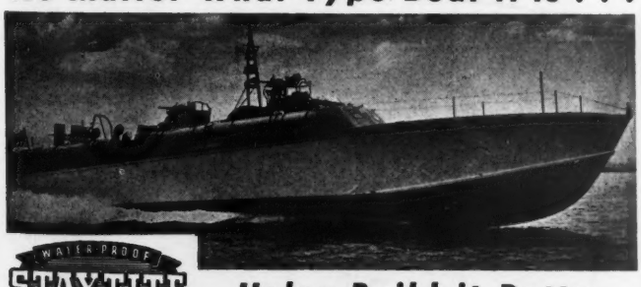

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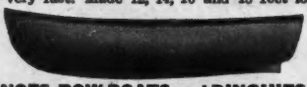

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NEWS OF THE INDUSTRY

GRAY MARINE DIESELS TOTALLED OVER FOUR AND ONE-HALF MILLION H.P. IN 1943

▶ The Gray Marine Motor Co. has recently announced that its production of Gray Marine Diesels for the Navy during 1943 totalled over 20,000 units, and it is continuing to supply these engines at an even higher rate in 1944. The unit which Gray supplies to the Navy is the 6-cylinder high output Gray Marine Diesel, rated 225 hp. at 2100 rpm. This is the "71 series" General Motors 2-cycle Diesel engine, adapted and equipped for marine propulsion by Gray. The engines are installed in various combinations in the 36′ LCVPs, the 50′ LCMs, and the 105′ LCTs.

IN THE NEWS

▶ An order for the construction of another fishing dragger has been placed with Wm. Edgar John and Associates, Rye, N. Y. This makes the third fishing vessel contract to be placed with the firm since the first of the year. Like the two other vessels now under construction, she will be built under special priorities to be issued by the Co-ordinator of Fisheries of the Department of the Interior. . . . Lt. Comdr. F. S. Hodgman, USNR (Rtd.), assistant chief engineer of the Sperry Gyroscope Co., has been named manager of the Marine Division. The new division will absorb the company's Sperry plant in Brooklyn. . . . The Wilmington plant of the American Car and Foundry Co. launched the net layer *Prefect* early in March. This is the second ship of the type to be built at the a.c.f. yard, and there are two more of the same class to follow. . . . James P. Stewart, assistant general manager of the McCulloch Engineering Corp., Milwaukee, Wis., has announced the appointment of Donald A. Sutherland as field engineer in charge of sales and sales promotion activities. McCulloch, a division of Borg-Warner, manufactures superchargers and blower equipment. . . . Owens Yacht Company has just issued "Own an Owens," a compact manual of information for the new boat owner.

ON THE PRODUCTION LINE

▶ Richardson Boat Company has received the second renewal of their Army-Navy "E". . . . The Cooper-Bessemer Corp. has also been awarded the Army-Navy "E". Previously they have received the Treasury Department's "Minute Man" flag and the Maritime Commission's "M". . . . A third star has been added to the "E" flag of the Elco Naval Division.

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"Yachting's" Advertisers

In This April 1944, Issue

Abbott, Donald B. 98
Alden, John G. 20
American Brass Co. 13
American Car & Foundry Co. 133
American Chain & Cable Co. 94
American Engineering Co. 129
American Pad & Textile Co. 92
Amory Distributor Inc., C. P. 22
Anchorage, Inc. 137
Annapolis Yacht Yard, Inc. 132
S. Appel & Co. 135
Armstrong & Galbraith 141
Atlantic Mutual Insurance 88
Attwood Brass Works, Inc. 129

Baker School of Navigation 139
Bliven & Co., Chas. W. 24
Books 25, 139, 141, 142
Borg Warner Corp. 128
Bowes, Thos. D. 24
G. C. Breidert Co. 125
Burger Boat Co. 126

Camden Shipbuilding & Marine Railway Co. 111
Carlisle & Finch Co., The 141
Casey Boat Building Co., Inc. 122
Century Boat Co. 12
Champion Spark Plug Co. 73
Chelsea Clock 139
Chemical Products Corp. 141
Chris-Craft Corp. 15
Chrysler Corp. 19
Chubb & Son 113
Churchward 91
Columbian Bronze Corp. 18, 100
Conklin, T. E. Co. 121
Cornell Maritime Press 142
Cox & Stevens, Inc. 23
Cummins Engine Co. 26
Cuprinol, Inc. 131

Danforth, R. S. 104
Dawn Cruisers, Inc. 105
Defoe Shipbuilding Co. 115
De Grauw, Aymar 133
Douglas Fir Plywood Assoc. 5
Durkee Marine Products Corp. 133

ELCO Works 31
Eldredge-McInnis, Inc. 22
Electric Storage Battery Co. 17
Elizabeth City Shipyard 120
Engels & Krudwig Wine Co. 141
Evinrude Motors 99

Federal-Mogul Corp. 7
Fellows & Stewart 142
L. W. Ferdinand & Co. 133
Fisher Boat Works, Inc. 131
Foster Boat Co. 4

Gardner & Co., Wm. 22
General Motors Corp., Cleveland Diesel Engine Div. 2–3
Gibbs Gas Engine Co. 90
Gielow, Inc. 23
B. F. Goodrich Co. 9
Gray Marine Motor Co. 84–85
Grebe & Co., Henry C. 128
Greenport Basin & Constr. Co., Inc. 77
Gulf Oil Corporation 81

Hall-Scott Motor Car Co. 133
Hallicrafters, Inc. 86
C. A. Hansen 23
Harbor Boat Bldg. Co. 133
Harbor Plywood Corp. 14
Harper Co., H. M. 78
Haskelite Mfg. Corp. 97
Hazard Wire Rope Div. 94
Herreshoff Mfg. Co. 83
Higgins Industries Inc. 3rd Cover
Hinckley, Henry R. & Co. 93
Huckins Yacht Corp. 11

Jacob, Inc., Robert 106
Jakobson Shipyard, Inc. 29
John & Assoc., Inc., Wm. Edgar 136

Kelvin & W. O. White Co. 135
Kennebec, Inc. 136
Kenyon Instrument 133
Kermath Mfg. Co. 123
Kidde & Co., Walter 102
Kuhls, H. B. Fred 143

Liquidometer Corp. 82
Lister-Blackstone 128
Long & Assoc., Dair N. 126
Luders Marine Const. Co. 6
Lyman Boat Works 139

Mack Mfg. Co. 137
Manhattan Marine & Electric Co. 143
Marine Products Co. 107
Matthews Co., The 1
Maxim Silencer Company 117
Merriman Bros., Inc. 140
Michigan Wheel Co. 87
Millett, Wm. H. 24
Lucian Q. Moffitt, Inc. 81

Northill Co. 129

Onan, D. W. & Sons 130
Osco Motors Corp. 110
Owens Yacht Co. 80
Oxford Boatyard Co. 131

Panish Controls 129
Paragon Gear Works, Inc. 124
Penn Yan Boats 143
Perkins Marine Lamp & Hdw. 137
Peterson Boat Works 137
Pettit Paint Co. 10
Peyton Co., The 116
Pinecastle Boat & Const. Co. 140
Post, Franklin G. 25

Quincy Adams Yacht Yard, Inc. 135

Radiomarine Corp. of America 89
Ratsey & Lapthorn, Inc. 139
Red Wing Motor Co. 114
Richardson Boat Co. 8
Roach, Charles D. 24
Robinson Marine Constr. Co. 143
Rowe, Roger M. 24
Rumford Marine Finishes 141

Sample, Frank L., Jr., Inc. 103
Schieffelin & Co. 132
Schofield's Flying Equipment 138
Scott & Co., Inc., Palmer 134
Scripps Motor Co. 16
Seth Thomas Clock Co. 127
Sight Light Corp. 126
Simpson-Lawrence, Ltd. 18
Smith, Edward & Co. 137
Snow-Nabstedt Gear Corp. 138
South Coast Co. 76
Sparkman & Stephens, Inc. 21, 23
Sperry Shoe 137
Stadium Yacht Basin, Inc. 124
Stamford Foundry Co. 142
Stay-Tite Products Co. 141
Stearns-McKay Mfg. Co. 142
Stephens Bros. 96
Sterling Engine Co. 4th Cover
Stewart-Warner Corp. 95
Sturgeon Bay Shipbldg. & Dry Dock Co. 112
Swap Chest 25

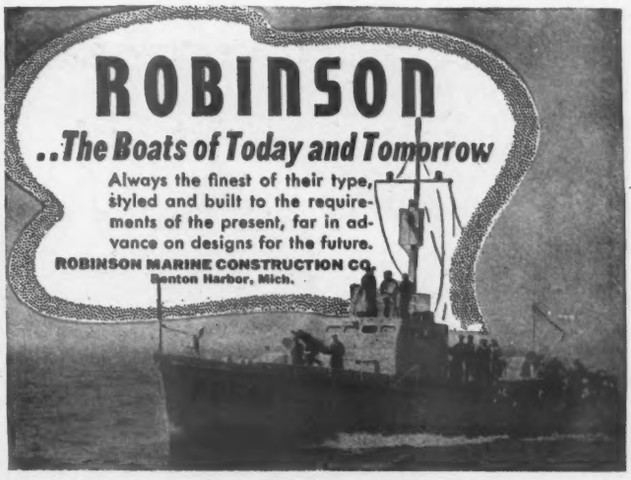
Tams, Inc. 22
Texas Co. 2nd Cover
Thompson Bros. Boat & Mfg. Co. 142
W. & J. Tiebout 129
Trade-Wind Motorfans, Inc. 128
Trumpy & Sons, Inc., John 101
Truscott Boat & Dock Co. 79
Twin Disc Clutch Co. 139

United Boat Service, Inc. 108
Universal Motor Co. 120

Van Blerck, Joseph & Son 134
Viking Instruments, Inc. 130

Wallace, Don B. & Co., Inc. 144
Weems System of Navigation 141
Wells, Inc., John H. 21
Westinghouse Elec. & Mfg. Co. 75
Wheeler Shipyard, Inc. 119
Wilcox, Crittenden & Co., Inc. 129
Winner Mfg. Co. 109

Yacht Brokers 20–25
Yacht Sales & Service, Inc. 21
Young Windows 140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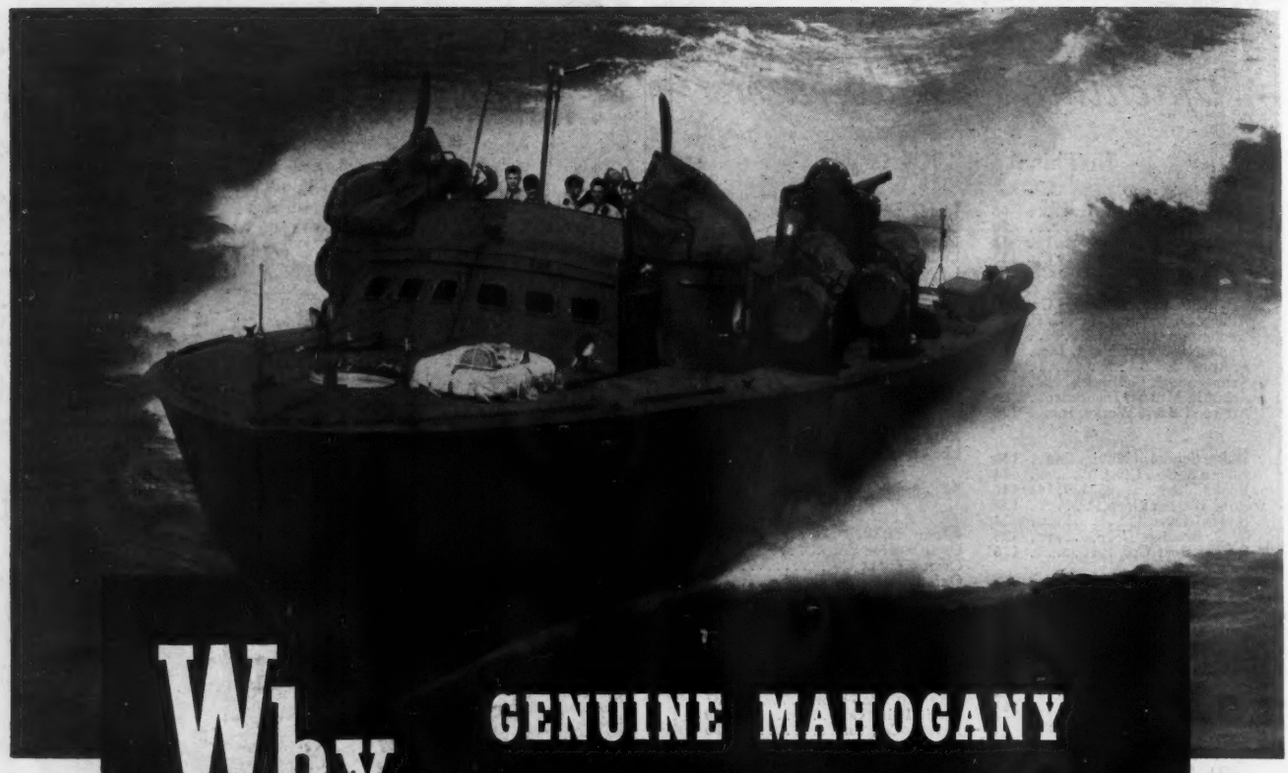

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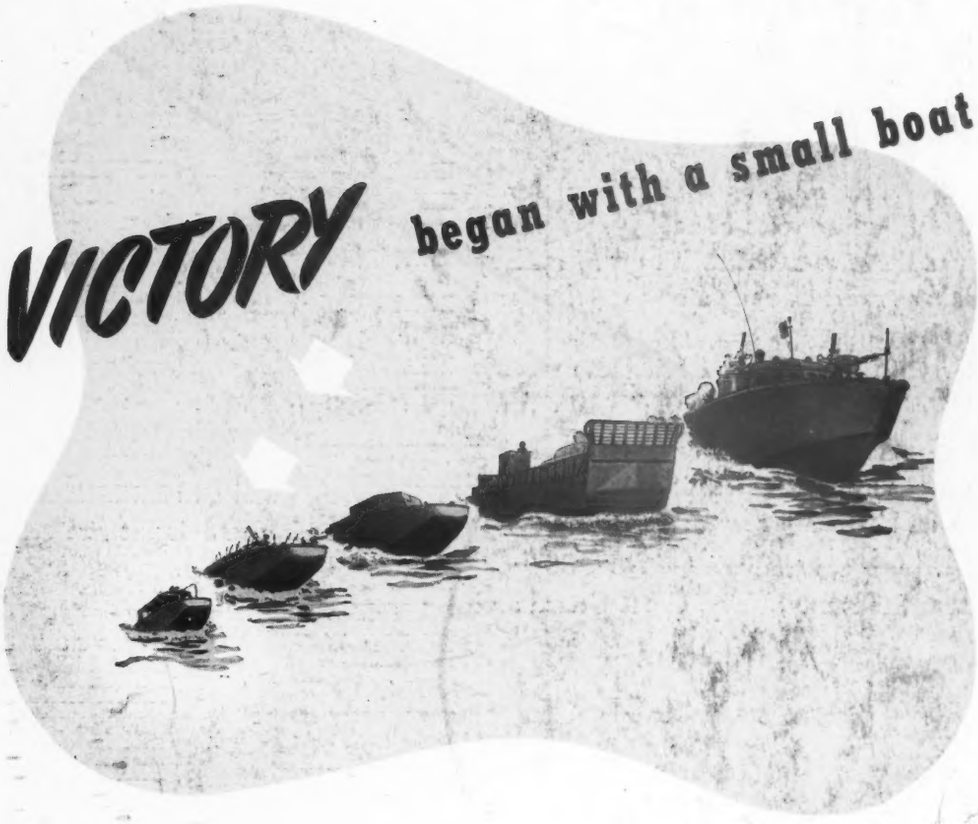

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That H. M. C. S. chose the Admiral for these sturdy, hard punching craft, is further proof that this high output of horsepower is winning Allied recognition and esteem everywhere in the seven seas on which this global war is being fought.

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To build wartime engines like the Admiral, Viking, Dolphin and Petrel on a mass production basis, we had to evolve new methods—new techniques without sacrificing our knowledge of precision engineering.

All of this will add up to finer Sterling engines—for marine and industrial service—more economical both to purchase and operate—when peace comes again.

*HIS MAJESTY'S CANADIAN SERVICE

SHIPS ON THE HOME FRONT must always be able to get through too. That's why the emergency generator set of the Michigan Avenue vertical lift bridge, Buffalo, New York, is driven by Sterling engines.

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